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STATE OF NEW YORK

REPORT

OF THE

STATE COMMISSION

OF

HIGHWAYS

New York State Commission of Highways

TRANSMITTED TO THE LEGISLATURE FEBRUARY 9, 1914

VOLUME I

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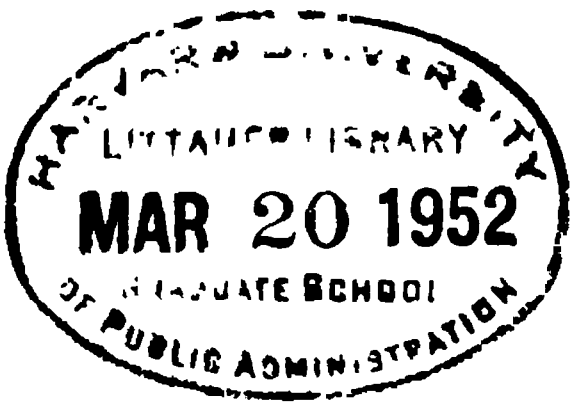

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STATE OF NEW YORK

No. 19.

IN SENATE

FEBRUARY 9, 1914.

REPORT OF THE COMMISSIONER OF HIGHWAYS.

To the Honorable the President of the Senate of the State of New York

In compliance with section 15 of chapter 30, of the Laws of 1909, constituting chapter 25 of the Consolidated Laws, I have the honor to submit herewith the report of John N. Carlisle, as Commissioner of Highways, for the year 1913.

Respectfully yours,

R. K. FULLER,

Secretary.

NEW YORK STATE HIGHWAY COMMISSION.

JOHN N. CARLISLE.....Commissioner
GEORGE A. RICKER.....First Deputy Commissioner
PAUL SCHULTZE.....Second Deputy Commissioner
WALTER F. WILLSON.....Third Deputy Commissioner
ROYAL K. FULLER.....Secretary
JAMES T. TAAFFE.....Secretary to the Commissioner

Headquarters

S. D. GILBERT.....Auditor
FRANK R. PENNOCK.....Assistant Secretary
HARRY P. CONDON.....Chief Clerk
JOHN H. RICHARDSON.....Claim Agent
FRANK A. HERMANS.....Engineer of Bridges
F. W. BURLEIGH.....Chief of Bureau of Tests
JOSEPH E. MYERS.....Chemist
JOHN MARTIN.....Efficiency Engineer
A. B. CULVER.....Assistant to First Deputy Commissioner
JAMES R. BRADY.....Assistant to Second Deputy Commissioner
FRED BUCK.....Assistant to Third Deputy Commissioner

Division Organizations

Division No. 1: BERTRAND H. WAIT, Division Engineer, White Plains.
E. J. HOWE, Resident Engineer, White Plains.
LOWELL GROSSMAN, Resident Engineer, White Plains.
Columbia, Dutchess, Greene, Nassau, Orange, Putnam, Rockland, Suffolk, Ulster and Westchester Counties.

Division No. 2: H. O. SCHERMERHORN, Division Engineer, Albany.
CHARLES T. FISHER, Resident Engineer, Albany.
A. S. MIRICK, Resident Engineer, Plattsburg.
Albany, Clinton, Essex, Rensselaer, Saratoga, Schenectady, Warren and Washington Counties.

Division No. 3: THERON M. RIPLEY, Division Engineer, Watertown.
THOMAS J. SCHOENLAUB, Resident Engineer, Watertown.
Franklin, Jefferson, Lewis and St. Lawrence Counties.

Division No. 4: JAMES H. STURTEVANT, Division Engineer, Utica.
ROY F. HALL, Resident Engineer, Utica.
Fulton, Hamilton, Herkimer, Madison, Montgomery and Oneida Counties.

Division No. 5: HOWARD E. SMITH, Division Engineer, Binghamton.
R. E. MILLER, Resident Engineer, Binghamton.
Broome, Chenango, Delaware, Otsego, Schoharie and Sullivan Counties.

Division No. 6: CHARLES J. MCDONOUGH, Division Engineer, Syracuse.
Cayuga, Cortland, Onondaga, Oswego, Seneca and Wayne Counties.

Division No. 7: PERRY FILKIN, Division Engineer, Rochester.
JAMES E. KELLEY, Resident Engineer, Rochester.
Genesee, Livingston, Monroe, Ontario, Orleans and Wyoming Counties.

Division No. 8: FREDERICK STEELE STRONG, Division Engineer, Hornell.
LEMUEL HOLMES, Resident Engineer, Hornell.
RICHARD V. COLLINS, Resident Engineer, Hornell.
Allegany, Chemung, Schuyler, Steuben, Tioga, Tompkins and Yates Counties.

Division No. 9: WILLIAM M. ACHESON, Division Engineer, Buffalo.
CHARLES M. EDWARDS, Resident Engineer, Buffalo.
Cattaraugus, Chautauqua, Erie and Niagara Counties.

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REORGANIZATION OF THE DEPARTMENT

There has been a complete reorganization of the department since May 1st, 1913, when I assumed office. This was made necessary by the provisions of chapter 80 of the Laws of 1913, which abolished the three-headed commission and substituted in its place a single commissioner.

The task of reorganizing the department was particularly difficult, due to the conditions that had existed for several months before the first of May, 1913. There had been no meeting of the old Highway Commission after the 28th of February, 1913, and while there had been meetings before that, there were no minutes of them that were signed by the old Highway Commission from the 23d day of October, 1912, and during this period of time the work was practically at a standstill in the office of the department at Albany. In addition there were 325 contracts in existence which were all practically under construction, covering more than 2,000 miles of highways and involving the expenditure of $28,000,000. These contracts were in various degrees of completion, and immediately had to be taken up for consideration by the department as to the policy under which they were to be handled. Immediately demands were made from localities to stop work upon some of the contracts, on the ground that they called for types of roads that should not be constructed, and continual demands were made for changes in the methods of construction, routes to be covered, and the methods under which they were being constructed.

It can, therefore, be appreciated that the work of reorganizing a department as large as this one, with these factors against us, and without serious interference with the work, was not an easy task. This work has now been done, however, and today the Highway Department is, we believe, more effectively organized than ever before and is better prepared to economically and honestly expend the money for the construction of highways. Some contracts have already been let, and many others are either advertised or are ready to be advertised, so that when work can be commenced in the spring the dirt will be flying in every county in the State.

The new Highway Law provided for nine divisions of the State,

increasing the number by three. This will have the effect of reducing the mileage over which each of the division engineers is responsible, and will give a better inspection by the division engineers than ever before. The divisions of the State are as follows:

No. 1. Comprising the counties of Suffolk, Nassau, Westchester, Putnam, Dutchess, Columbia, Greene, Ulster, Orange and Rockland, with division headquarters at White Plains.

No. 2. Comprising the counties of Albany, Rensselaer, Schenectady, Saratoga, Washington, Warren, Essex and Clinton, with division headquarters at Albany.

No. 3. Comprising the counties of Lewis, Jefferson, St. Lawrence and Franklin, with division headquarters at Watertown.

No. 4. Comprising the counties of Montgomery, Fulton, Hamilton, Herkimer, Oneida and Madison, with division headquarters at Utica.

No. 5. Comprising the counties of Broome, Chenango, Otsego, Schoharie, Delaware and Sullivan, with division headquarters at Binghamton.

No. 6. Comprising the counties of Cortland, Cayuga, Seneca, Wayne, Onondaga and Oswego, with division headquarters at Syracuse.

No. 7. Comprising the counties of Wyoming, Genesee, Orleans, Monroe, Livingston and Ontario, with division headquarters at Rochester.

No. 8. Comprising the counties of Allegany, Steuben, Yates, Schuyler, Chemung, Tioga and Tompkins, with division headquarters at Hornell.

No. 9. Comprising the counties of Niagara, Erie, Chautauqua and Cattaraugus, with division headquarters at Buffalo.

Before the State could be re-districted it was necessary to obtain a certified list of division engineers from the State Civil Service Commission. There were five division engineers on May 1st, and since that time two of the five have been dismissed by the department and have since been indicted. That made it necessary to appoint six new division engineers, and the Civil Service examination, perhaps as rigid a one as was ever held for an engineering position in New York State, attracted a class of men

who had a realization of the fact that it is now evident to engineers that highway construction offers a field for usefulness that is perhaps not equalled by any other branch of the engineering service.

When it was certified an effort was made to make the appointments so the men would owe their first duty to the State and not to any political leader or political faction. It was for the purpose of eliminating that element in the selection of the men that they were appointed in the order in which they were certified to this department, with one exception, which was for a reason other than a political one, so that the six men were appointed from the seven names at the head of the list.

To each of these division engineers there has been assigned a resident engineer who will act as a deputy, with particular reference to the preparation of plans and new construction work. To each of the counties will be assigned a first assistant engineer, and in some of the counties it will be necessary to use two men, who will have charge of maintenance and repair of highways. This small territory will enable the engineer to be familiar with the conditions in the county, will make a closer inspection certain, and will also give the people of the county a representative of the Highway Department to whom appeals can be made and with whom consultations can be held. In many of the counties an arrangement has been made whereby the engineer in charge will occupy offices with the county superintendent, and in that way a coöperation will be obtained between the county officials and the department which will be conducive to better construction and a more careful conservation of the people's money.

BOARD OF ADVISORY ENGINEERS

When I was appointed Commissioner of Highways it was with the understanding that I should have the appointment of a board of advisory engineers, who would take up and make a study of the highway conditions in New York State with particular reference to the type of roads to be constructed in the different localities, and also to find a solution for some very troublesome problems affecting the roads which had already been put under contract. With the approval of the Civil Service Commission I

appointed to that board Harold Parker, for twelve years Highway Commissioner of the State of Massachusetts, and dean of highway engineers in this country; George C. Diehl, for twelve years County Superintendent of Highways in Erie County, and William De Hertburn Washington. This board visited every locality of the State, made an exhaustive study of the conditions, and rendered inestimable services in the reorganization of the department, putting it on a basis where good and efficient work can be accomplished.

In making its report the board employed outside assistance in designing plans for our reorganization and in preparing specifications for the types of roads to be built, and every available agency at our command was utilized to produce the results desired. In my judgment the report of the Board of Advisory Engineers will stand as a credit to the State as it is, I believe, the first careful, intelligent study of road conditions, as a whole, in this country made by a board of men skilled in their profession and who understood the problems to be solved.

NEW SPECIFICATIONS

It became apparent at the commencement of our investigations that new specifications were absolutely necessary to meet existing conditions in this State. There is no State in the United States presenting more diversified types of roads. We are called upon to construct roads near the largest city in the country, through sparsely settled sections of the State, and we meet with every kind of soil conditions imaginable.

There has been a complete revolution in the use of State and county highways, and the traffic over the same has not only increased in volume, but, due to the advent of the motor truck and motor bus, the types of roads constructed in the past, particularly near the cities of the State, have not stood the traffic and are rapidly going to pieces. New specifications were, therefore, prepared, calling for heavier types of roads, and we are hopeful that we now have specifications which will enable us to design roads to meet all the conditions in the State, which will stand the traffic to which they are at present subjected, and the future traffic that is sure to come. These new specifications were finally adopted on

the 15th day of January, 1914, and we are commencing to advertise our new roads thereunder.

The question of the new specifications involved the use of asphalt, and a great deal of agitation arose over this question. After the specifications were first drafted, public hearings were held at the city of Albany and notices given to all persons interested, and the new specifications were not adopted until after three public hearings had been held, which were largely attended by people interested in good roads and in the supply of materials. As finally adopted the asphalt specifications will permit open competition to all manufacturers of asphalt, and the interests of the State are safeguarded by requiring a guaranty of such types of roads for a period of three years.

TYPES OF ROADS

In a State so diversified as to soil and rock formations as New York no single type of road can be adopted for all localities. Some sections of the State are rich in road-building material and others are woefully deficient. The division engineers who select the types of roads have been instructed to do so only after a most careful study of the soil and natural conditions with particular reference to the road-building material.

The department has commenced and partially finished a geological survey of approximately 7,000 miles of uncompleted portions of the main highway routes. An engineer connected with the Bureau of Tests visited the sections and inspected the available stone and sand. This survey will be completed as soon as possible and when charts have been prepared showing the location of stone, gravel and sand deposits upon these roads, there will be a considerable saving in the cost of construction, as engineers in estimating the cost of material will have on hand accurate information as to the location of the quarries and banks of sand along the roads, the nature of the stone, and the quantity available.

GUARANTY ON HIGHWAYS

To eliminate the controversy over the use of materials, and particularly the use of bituminous materials, the department, following the suggestion of Governor Glynn, has put the responsibility for the selection of material, to some extent, upon the con-

tractor himself. This has been done by exacting a guaranty on the wearing surface of all highways, except those for waterbound macadam and cement concrete, for a period of three years. With that guaranty on the part of the contractor he is at liberty to purchase his material from whomsoever he sees fit, provided that such material meets the physical and chemical tests laid down in the specifications. He is charged with the responsibility of purchasing a material that will lay a road bed and a wearing surface that will last for three years.

An exception has been made for waterbound macadam highways, and no guaranty is required for this type of construction for the reason that it is essential for the life of these roads that they be oiled every year, and this work can be done more economically by the maintenance department than to have the contractor submit his proposal with oiling the road as one of the factors.

No guaranty has been asked for on the cement concrete roads for the reason that while they have proven eminently satisfactory in Wayne County, Michigan, in Connecticut and Maryland, and some other places, they can hardly be said to have passed the experimental stage. The specifications provide for a better cement concrete road than has yet been laid in New York State, following closely the specifications used in Wayne County, but if experience should demonstrate that the cement concrete does not make a satisfactory road the department can place a top of any material upon it, and there always will be a permanent base for a highway. On all the other types of construction a maintenance guaranty of three years is exacted and the increased cost of the highways will, it is believed, more than be recompensed by the care and attention given to the construction by the contractor who will for selfish reasons, if for no other, endeavor to build a road that will require no maintenance during the first three years of its life.

INTERNATIONAL ROAD CONGRESS

The International Congress this year was held at the city of London, commencing on June 23rd, 1913. William De Hertburn Washington, of the Board of Advisory Engineers, was assigned by the department to attend this meeting, and was also given instructions to visit the continental countries in which good road movements were being carried on and to make a report

to the department as to the work of the Congress and the types of roads and methods of construction now being used in foreign countries. A report has been made of this work and will be attached to our annual report, and is a very interesting and valuable document in connection with highway construction.

With the State of New York expending a large amount of money in the good roads movement we certainly should not neglect any avenues available for procuring proper methods of doing our work. I believe that the report of Mr. Washington and the recommendations made by him will be one of the most interesting and instructive studies that we have had along these lines.

APPROPRIATION OF MONEYS FROM SECOND FIFTY MILLION

A bill has been introduced in the Legislature, at our request, asking for an appropriation of $10,000,000, $5,000,000 to become available at once and $5,000,000 to become available October 1st, 1914. With this amount of money, and the plans now in our hands, we believe that contracts can be awarded which will occupy practically the entire time of the contracting force engaged in road construction in New York.

A large number of maintenance contracts will have to be awarded this year, and the amount asked for will permit the construction of the necessary roads during the summer and enable us, on October 1st, to let under contract, additional roads for early construction in the spring of 1915. It is desired that the appropriations asked for should be made as soon as possible so that we can prepare our plans accordingly.

APPORTIONMENT OF SECOND FIFTY MILLION

Under the Second Referendum Act the statute provided that twenty million dollars should be apportioned among the counties for State roads and thirty million dollars for county roads, and that the apportionment should be computed on the basis of the population, mileage of public highways outside of the cities and villages, and the total area of the county.

Pursuant to the provisions of the Referendum Act this apportionment was made and approved as to method of computation by the Attorney-General and the Comptroller of the State and is as follows:

COUNTY.	Apportioned for State roads.	Apportioned for county roads.
Albany	$427,140 80	$640.711 20
Allegany	360,388 80	540,583 20
Broome	335,741 20	503,611 80
Cattaraugus	445,184 00	667,776 00
Cayuga	328,913 40	493,370 10
Chautauqua	471,615 80	707,423 70
Chemung	210,981 60	316,472 40
Chenango	320,997 20	481,495 80
Clinton	335,462 80	503,194 20
Columbia	274,557 00	411,835 50
Cortland	196,653 60	294,980 40
Delaware	478,713 60	718,070 40
Dutchess	378,309 00	567,463 30
Erie	1,113,762 20	1,670,643 30
Essex	417,931 20	626,896 80
Franklin	414,109 00	621,163 50
Fulton	205,458 60	308,187 90
Genesee	202,593 00	303,889 50
Greene	227,046 80	340,570 20
Hamilton	276,780 40	415,170 60
Herkimer	440,495 20	660,742 80
Jefferson	557,582 80	836,374 20
Lewis	331,292 40	496,938 60
Livingston	253,638 80	380,458 20
Madison	269,150 40	403,725 60
Monroe	640,241 40	960,362 10
Montgomery	188,144 60	282,216 90
Nassau	300,907 00	451,360 50
Niagara	294,038 80	441,058 20
Oneida	593,113 40	889,670 10
Onondaga	552,841 20	829,261 80
Ontario	278,783 00	418,174 50
Orange	423,662 20	635,493 30
Orleans	163,577 00	245,365 50
Oswego	392,336 00	588,504 00
Otsego	391,710 20	587,565 30
Putnam	96,457 20	144,685 80
Rensselaer	388,010 80	582,016 20
Rockland	130,796 60	196,194 90
St. Lawrence	780,977 80	1,171,466 70
Saratoga	337,699 00	506,548 50
Schenectady	199,412 00	299,118 00
Schoharie	232,372 00	348,558 00
Schuyler	132,433 40	198,650 10
Seneca	156,522 60	234,783 90
Steuben	577,806 00	866,709 00
Suffolk	471,556 20	707,334 30
Sullivan	350,223 60	525,335 40
Tioga	201,217 40	301,826 10
Tompkins	210,735 80	316,103 70
Ulster	456,570 20	684,855 30
Warren	263,379 60	395,069 40
Washington	315,420 80	473,131 20
Wayne	273,417 20	410,125 80
Westchester	577,888 00	866,832 00
Wyoming	217,383 60	326,075 40
Yates	135,865 80	203,798 70

The result of this apportionment has been to create a very serious situation in connection with the future construction of the State and county highways. The Referendum Act arbitrarily provides that this apportionment shall be made without taking into consideration the roads already constructed or to be constructed, and as a result, there is either a deficit or a surplus apportioned to each county in the State over and above the amounts necessary to complete both the State and county highways. Basing the cost of State highways on an average of $13,000 per mile, the deficit in the different counties amounts to $7,676,000, and the surplus among other counties to $3,964,000, and we have been obliged to apportion to some of the counties of the State large amounts of money in which the total State mileage has already been completed. Unless, at the next constitutional convention, some provision is made to remedy this distribution we will have a large mileage of State highways which it will be impossible to construct, due to lack of funds apportioned to different counties, and will have in other counties a large surplus. The State highways, of course, should be completed, and the attention of the next constitutional convention should be brought to this question, and it must be solved in some way if we are to connect up our State highways.

MARKET ROADS

The distribution of the $30,000,000 among the different counties to aid in the construction of county highways, apportioned as provided by law, has resulted in an inequitable distribution of these moneys among the counties, due to the fact that the Referendum Act did not take into consideration the mileage of county highways to be constructed or those already constructed. If these roads continue to cost the State $13,000 per mile there will be a deficit of moneys necessary to build the county highways of $25,000,000.

There is an insistent demand that the county highway systems shall be completed, and the only solution of the problem is to build cheaper roads in some sections, which will take care of the communities through which they run and which will afford market roads to the agricultural sections of the State. This matter is now being taken up with the different boards of supervisors of the

counties, and they are being asked to work out a system whereby the mileage contemplated can be constructed with the moneys available, and this can only be worked out by coöperation of the people of localities and the department.

Under the present system only 12,000 miles of the total mileage of 80,000 miles in New York can, in any event, be completed — practically only one mile out of every eight. There are a large number of county highways already designated which, in my opinion, can be constructed at a moderate cost, and which will serve the communities through which they run, and I thoroughly believe that efforts should be made to see that more roads, rather than a lesser mileage are constructed in the State. With each county now getting the amount of money apportioned to it and with the willingness on its part to construct a system of highways on its less important roads at a moderate cost, the mileage can be greatly increased and, in my judgment, this problem should be worked out. The Legislature has authority to pass upon the problems relating to the mileage of county highways, and some system ought to be devised whereby, if possible, market roads can be constructed out of the second fifty millions covering a great deal larger mileage, than is contemplated under the present system.

Convict Labor

The history of road building in the past shows that the great highways, including the Roman roads and the Napoleonic roads, were constructed by the use of the labor of convicts, slaves, or prisoners of war, and in a good many of our states today convict labor is being utilized for this purpose with wonderful success.

In my opinion the time is now ripe when legislation should be passed permitting the utilization of some of our convicts in the construction of State and county highways. Under the provisions of the Prison Law they can now only be utilized in aid of town highways and within thirty miles of a State's prison, and during the past year good results have been procured in the utilization of convict labor in this direction.

I have carefully watched this problem and am satisfied that it can be extended to State and county highways, and legislation has been submitted to the Legislature along these lines. It can never

be anticipated that we can build anywhere near the mileage required by the use of this labor, but there are certain sections of the State and certain roads upon which we could use them at a very large saving to the State. The scenic road around Storm King on the Hudson River, the Catskill Mountain road, and some of the roads in the Adirondack Mountains are peculiarly located for the use of this kind of labor. The convicts could be employed upon these roads away from the habitations of the people, under close restraint, and this State ought to commence to try to solve the problem and see with what success the labor of convicts can be utilized. It would not be advisable at first to attempt to go into an extensive use of convict labor, but certain important roads, as suggested above, should be designated and built and careful cost data kept for future use.

CONSTRUCTION WORK

Upon assuming office on May 1st, 1913, there were found to be in existence 325 contracts covering over 2,000 miles of roads and involving an expenditure of over $28,000,000. Some of these roads were partly constructed and all of them were practically under construction. A determined effort was made to finish the roads covered by these contracts, and notice was served upon the contractors and their bondsmen that the roads must be completed during the construction year of 1913.

While there were a great many difficult problems connected with these contracts that had to be solved, and some of the roads had to be cancelled, yet practically the greater part of these contracts were closed during the construction season of 1913, and a larger mileage of roads was actually completed and finished during the year than during any other previous year in the history of the department. Annexed to this report is a table showing the names of these roads, the amount expended, the condition of completion during the year or on January 1st, and their present status of progress.

During the year 57 contracts were awarded, obligating $1,369,-265.25 as the State's share. A great many of these contracts were for connecting links in villages and cities where the localities paid a part of the cost of construction, and annexed to this report is

a table showing the roads contracted, the amounts payable by the State, counties, and villages or cities, and the degree of the completion of the work during the year.

All the roads under contract will be finished during the coming season, and we hope to be able to clean up all the roads let under the old contracts, and from now on only construct roads under our new specifications.

MAINTENANCE

Prior to the amendments to the Highway Law in 1913, the maintenance work in the department was conducted under an entirely separate organization from the construction work, there being six divisions of the State in charge of the division engineers and having to do with the construction of highways, and eight divisions having charge of maintenance.

By the amendments of 1913 it was directed that the work of maintenance and construction should be consolidated under the division engineers and that the number of the divisions in the State should be increased from six to nine. This statute absolutely wiped out of existence the old bureau of maintenance, and by an order made on the 15th day of May, 1913, all employees connected with this department were laid off, and it became necessary to reorganize the force in charge.

The appropriation bill, granting the moneys for maintenance, was not signed until the 23rd day of May, 1913, and this left the season far advanced before we were able to take up the work of improving the four thousand miles of State and county highways then constructed.

While the law stated that the number of divisions should be increased from six to nine, we had no available list of division engineers from which to make appointments, and it was deemed advisable to work under the old divisions until a list of the new division engineers could be obtained from the Civil Service.

With the reorganization of the department, the wiping out of the old bureau of maintenance and the appointing of new men to take up the question of repair work, it was impossible to let any contracts for repair work until the fourth day of August, 1913, and the greater part of this work was undertaken through the employees directly engaged by the department, as provided in

section 170 of the Highway Law. The task was an appalling one as our 4,000 miles of completed roads were scattered from Montauk Point to Buffalo, a distance of nearly seven hundred miles, and from Plattsburgh to New York, a distance of 400 miles. In order to get a proper organization effectively working in so short a time, and to purchase materials necessary to make the repairs, every energy of the department was required to be exercised both day and night to bring about any fair results. In all, fifty repair contracts, involving $733,396, were awarded and we are now engaged in letting contracts for the repairs necessary in certain counties to be paid out of the moneys appropriated last year, but not yet expended. By chapter 646, Laws of 1913, the sum of $3,353,000 was appropriated for the maintenance of these roads, and this amount has either been appropriated or has been obligated by the department for the repairs of roads for this spring, so that the entire money has been either paid out or is now actually appropriated for specific roads, contracts for which are either awarded or will be awarded in the very near future.

During the year approximately one thousand additional miles of State and county highways were completed, making, in round numbers, 5,000 miles of State and county highways to be maintained and repaired during the coming year. The provisions of the statute require that the department shall organize a force so that every section of our State and county highways shall be under constant observation and shall be effectively and economically preserved, maintained and repaired. This requires, during the coming year, the organization of such a force as will cover every improved State and county highway and necessarily involves the expenditure of a large amount of money.

A very careful study has been made of every completed State and county highway, its present condition and the amount of money necessary to place it in proper repair, and to keep the road under constant observation, and at least the sum of $4,838,417 should be appropriated for the next year if we are to carry out the clear provisions of the statute.

The most difficult problem confronting the department today is the question of maintainance and this will continue to be so in the future, for as the construction work increases, necessarily the

maintenance must also increase and eventually the problem will be entirely one of maintenance. In every country in the world these problems are being carefully studied and we must keep in progress with this work, and should be in advance of other States. The patrol system, as a rule, has not been entirely satisfactory and it is believed that section gangs, properly organized, may result in giving better care to our roads and the coming year we intend to use both the patrol and the section gang and carefully study the cost data and see which system will produce the best results.

The troublesome question of maintenance relates to the doing of ordinary repairs early in the season. These repairs, necessarily, can not be done under contract, and include the cleaning out of ditches, the re-grading and rolling of the shoulders of the roads, the patching of small holes, and the applying of oil where necessary to make the road dustless.

I have given a great deal of thought to this matter, and talked with a great many men interested in the good road problems, and I believe that the solution is to amend the law so as to provide that the State Department of Highways can enter into a contract with the County Superintendents of Highways of the different counties, to do this ordinary repair work.

In order to make this effective, the law should provide that the town superintendents, under the direction of the county Superintendents, should be required to do these repairs on State and county highways within their towns, at the opening of the season, so that this work will be done before the town superintendents take up the town work proper. Such a law, of course, should provide for the payment by the State, out of the maintenance money, for the salaries of the town superintendent and men employed by him, for the purchase of such materials as crushed stone, etc., as are necessary, and for the renting of the town machinery.

If such a law is passed I believe that within a month after the season opens in the spring that we can do the ordinary repairs upon every State and county highway within the State, and can place them in good, safe condition for travel; that such a course will meet with the heartiest approval of everyone interested in good roads, and I earnestly recommend that such legislation be passed.

The permanent work of resurfacing and rebuilding roads should be done by contract, as now required, after advertisement.

It would be unwise for the department to radically change its entire system as the people demand efficiency in our department more than in any other department in the State. The roads are under constant observation, people are tremendously interested in their building and maintenance, and any department in charge of highways must expect a constant scrutiny and criticism of any methods that it may adopt.

With the new division engineers and the new division headquarters established, smaller units will prevail in the future, and under our system of reorganization an assistant engineer will be in charge of each county and he will be required to reside therein and will have charge of both construction and maintenance. We believe this system will place direct responsibility upon these assistant engineers in charge of counties, and that with the coöperation of the people in each county we can produce better results than have heretofore been accomplished in the State. We have asked the active coöperation of all Boards of Supervisors, Good Roads Committees, Chambers of Commerce, Automobile Associations and other associations interested in good roads, and we most earnestly desire coöperation, support and intelligent criticism of conditions in their section. We have had such coöperation in the past; it has been of tremendous value to the department and we are very anxious to encourage and increase such coöperation in the future.

It is very important that the maintenance money should be appropriated as early as possible by the Legislature so that the department will know exactly how much money it will have available. Until the money is available we are, of course, unable to lay out our work, purchase our supplies and material and award the contracts that we desire, and the earlier the money is appropriated the sooner we can complete our plans and prepare for the coming work.

TOWN HIGHWAYS

Within the system of town highways are included all public highways which do not form a part of the State or county improved systems or county roads. There are at this time in this

system approximately 75,000 miles of highway. In general, these are not main market highways, but a very large proportion of them consist of highways which are practically of equal importance to those which have been, or will be improved by the State, yet by reason of paralleling such improved highways and proximity to the same, will never be improved by the State or county.

The necessity for the general improvement of the town highway system, as a whole, and the still more apparent necessity of the improvement in some manner of the more important highways of the town system, which constitute feeders to the State and county system, is every day growing more apparent and their prime importance is becoming very generally realized by the highway builders throughout the State.

The fact is becoming very apparent that the system of improvement, as carried on by the State, can never reach its greatest value and highest importance to the State until the tributary town highways shall have been put in a condition which will render them available at all seasons of the year as feeders to the State system. Until these tributary highways are in a condition so that such loads as all users thereof may desire to transport may be freely and easily transported at any season of the year, the full value of the State system will not be realized.

Recognizing the importance of this necessity the efforts of the Bureau of Town Highways has been directed more than ever to the securing in every town where the same is possible, of some piece of permanent highway improvement which should form a link in the chain of improvements already made, or to be made, by the State, county or town.

It is the purpose to secure the adoption by all of the towns of a systematic series of improvements which will, when completed, form a perfect supplementary system to that which is being constructed by the State.

In carrying out this plan, there have been constructed by the towns during the current year 464 miles of macadam highways, ranging in cost from $1,200 to $3,000 per mile. The difference in cost being brought about by favorable or unfavorable local conditions, cheapness and availability of material, donation of material or labor by residents along the road, etc.

These roads, in the locations where built, are serving the traffic to which they are subjected as satisfactorily as a more expensive road.

There have also been constructed during the year 365 miles of gravel road, at a cost ranging from $500 to $1,500 per mile. Concrete construction of both culverts and bridges has been taken up to a greater extent by the Town Superintendents than ever before, with the result that in the State 13,381 permanent culverts have been built and 968 concrete bridges by the Town Superintendents, the total number of new bridges in the State built during the year being 1,991.

The taxes raised by the different towns for highway purposes for 1914 exceed those of any previous year and in amount mark practically the same growth as those of the previous years since the institution of the present highway system. The fact that the people voluntarily increase their taxes from year to year demonstrates conclusively that the taxpayers, as a whole, are satisfied with the system and want more of it.

TRACTION REGULATIONS

New York has had to follow the example set by Massachusetts, Pennsylvania, England and all of continental Europe, in promulgating rules and regulations for the protection of the improved highways. It has been obvious that it was an indefensible economic policy to spend millions of dollars in the construction of improved highways and then to permit a traffic that will tear these roads to pieces. The motor truck and the motor bus have became economic necessities in modern life and the State cannot and should not attempt to discourage their use, but the tendency has been to increase the weight and carrying capacity of these vehicles and the result would have been, if proper regulations had not been adopted, that the improved highways would have been serving the purpose of a railroad roadbed and without some check it is certain that no form of highway construction could have stood up. Another form of vehicle which had an injurious effect upon the roads was the traction engine equipped with flanges, lugs and spikes which tore into the macadam surface. Under the authority vested in the Highway Commission by sec-

tion 24 of the Highway Law, rules and regulations were adopted providing for the use of machines with lugs and spikes, which would prevent injury to the highways, and also limiting the weight of any traction engine, trailer, steam roller, automobile truck, motor or other power vehicle, to fourteen tons, with the provision that no weight in excess of eight tons shall be carried on any one axle of any such vehicle.

There has been some protest made by owners of thresher machines, but I do not believe that the protest is a merited one, for other States will follow the example set by New York and provide these rules and regulations for the protection of the highways. It is only in fairness to the more progressive of the manufacturers to say that they have met these rules and regulations in the right spirit by reconstructing their vehicles in such a way as to comply with them.

THE PROBLEM OF ROUTE NO. 4.

The Board of Advisory Engineers made a most careful study of the conditions of Route No. 4, which presented the most troublesome problem in the Highway Department. In order to build that highway for its entire length as an expedited route it had been necessary before the amendment to the law made last winter, to let contracts for the entire distance. The result of this was that a sub-base road with a one-inch bituminous top had been specified and contracts let and it had already been demonstrated that to continue the construction of these roads as specified meant practically a waste to the State of all the money expended. The advisory engineers made several visits into this territory which runs along the southern tier of counties, and found that the seriousness of the problem was increased by reason of the fact that there was very little suitable road building material in that section. As many of the contractors would not consent to the cancellation of their contracts, and to cancel them without consent might have resulted in a long and expensive litigation with the result that the highway construction would have been delayed indefinitely, it was necessary in some of the cases to enter into supplemental contracts in order to provide a more substantial construction. The Comptroller had held that he would not per-

mit the expenditure of any part of the second fifty million dollar appropriation on highways which had been let under the first fifty million dollars, so it became necessary to cancel sections of the contracts already let. The working out of the details of how the problem of Route No. 4 should be taken care of was decided at a conference between the Advisory Engineers and myself representing the Highway Department; the Attorney-General, and Deputy Comptroller E. S. Harris, representing Comptroller Sohmer. Those sections which have been cancelled will be re-let this year.

CONCLUSION.

In the foregoing report we have only attempted to touch upon the more salient features of the work, and reference is made to the reports of the different deputies of the Department and the tabulations and statements in connection with their work, which contain detailed information for each county in regard to the present status and condition of the construction and maintenance of improved roads as well as of town highways.

All of which is respectfully submitted.

JOHN N. CARLISLE,
State Commissioner of Highways.

REPORT OF FIRST DEPUTY COMMISSIONER IN CHARGE OF CONSTRUCTION.

HON. JOHN N. CARLISLE, *State Commissioner of Highways, Albany, N. Y.*

DEAR SIR.—In the construction of roads in New York State as elsewhere, we have been passing through a period of experimentation. Comparisons unfavorable to our roads with those of other States are often made, but it is my observation that, with some exceptions, the roads of New York are as well constructed as the roads of neighboring States. Some of our failures are due to defective designs, but more are due to the absence of proper maintenance. Roads in other states, no better built than ours, which have been carefully maintained, have withstood the demands of traffic when ours have not.

Questions of foundations have been fairly solved, problems of drainage carefully studied, but the respective values of cementing agents or binders have been imperfectly understood. Petroleum and asphaltic oils responding to an infinite variety of chemical formulæ have been applied without a proper appreciation of either the mechanical or chemical action and often the lighter oils applied to the surface filtered through the tops and fluxed the binders intended to hold together the lower courses.

From our present understanding of the art of road building, it is clear that we should build deeper and heavier foundations for principal country roads, adopt more careful and thorough systems of drainage, following the best types of both waterbound and bituminous macadam. The cement concrete road, though still an experiment, seems to have been eminently successful where properly designed and built. In sections that are comparatively level with favorable soil conditions, it is expected that the concrete highways described in our new specifications will secure durable and comparatively inexpensive roads with the minimum maintenance charge.

Stone, brick and asphaltic block pavements are generally too expensive for country roads, and the needs of traffic do not call

for them; but entrances to cities, where traffic is heavy and constant, and in suburban districts in the more thickly settled portions of the State, hard pavements of these types are required and in the end are the best investment. The proper selection of these materials will depend upon the grades on which they are to be laid, the character of the traffic which will pass over them and the nature of the occupation, whether resident or business territory.

In the neighborhood of cities and in response to the demands for suitable transportation facilities, motor bus lines have become so numerous and so destructive to road surfaces that they demand the use of hard materials. These motor busses carry anywhere from 25 to 50 persons and weigh from six to twelve tons each. Their schedules provide for an average speed of fifteen miles per hour, but when stops are frequent and delays occur, speed is often increased to 25 or 30 miles. Tractors of various types are now in common use, often hauling trains of heavily loaded cars; in short the public highways have become tracks for the new engines of commerce.

There is need for more durable types of construction, but there is great need for the limitations upon the unreasonable use of our roads now embodied in the traffic regulations which you have recently adopted. All highways must be designed to meet the demands of the traffic that will pass over them, but the abuse of roads must be prevented.

ROAD TABLES.

Attention is called to the tables contained in this report showing status of all state and county highways, plans for which have been approved by the Commission and Boards of Supervisors of the respective counties in which they are located; also table of detailed information regarding all state and county highways for which contracts have been awarded from January 1, 1898, to December 31, 1913. In the recapitulation of statements by counties, it will be noted that of state highways under construction 443.41 miles have been completed and of county highways 259.93 miles have been finished in 1913, making a total of 703.34 miles of state and county highways built during the year.

Asphalt Block Pavement, Village of Pelham Manor, Westchester County, Division No. 1

STORM KING SURVEY.

There has recently been completed a survey of the Storm King Highway, so-called, a part of Route No. 3 from Cornwall to West Point, passing over and around the face of Storm King Mountain and continuing at the foot of Crow's Nest Mountain into the grounds of the United States Military Academy at West Point. On account of the somewhat unusual and difficult character of the project, this survey has been made by a party detailed from headquarters and the maps of the road are now being prepared.

RONDOUT CREEK BRIDGE.

An important bridge is to be built over Rondout Creek from the city of Kingston to the opposite shore. As this bridge is a necessary link in Route No. 3 from Albany to New York City on the west shore of the Hudson River, its location has been carefully studied and fixed by survey recently completed from a point opposite the end of Wurtz Street across Rondout Creek. Plans are now being prepared for a steel and concrete structure which will give a clearance height over the navigable channel of at least 70 feet and will be approximately 1,400 feet in length.

LIBRARY.

The nucleus of a library has been secured. A number of valuable reference books have been purchased and we have subscribed to all of the best technical journals and highway magazines. These books and papers are available for the use of our employees. It is hoped that many additions may be made in the coming year and that a number of educational features now under consideration shall be added.

THE "NEW YORK HIGHWAYS NEWS."

The New York Highway News, published by our Department, is a useful educating medium. Two numbers have been issued and its publication will be continued regularly. Articles on highway improvement by officers and employees of the Department with maps and other illustrations have proved to be of considerable interest. Exchanges are made with all technical and road

publications and much favorable comment has been received upon the character and value of the paper.

SPECIFICATIONS.

An important part of our work in the year past has been the preparation of new specifications. For this service there was a committee of three selected from the Division Engineers. One of these men had served a number of years in this Department, another had had the experience of several years in the Barge Canal work and the third a long service with the Board of Water Supply of the City of New York in connection with the planning and building of the Catskill Aqueduct.

These three men brought to the work a varied and valuable experience and the result of their labors is a specification that marks a great improvement and I am confident will result, when intelligently followed, in the building of better roads than we have had.

The Committee's work consisted in adapting the excellent specifications prepared by the Board of Consulting Engineers and redrawing them in the light of many valuable suggestions received from other sources in such form as is required by the Highway Law and the practical demands of our work.

DRAFTING ROOM.

In the Drafting Room at headquarters during the past year, plans and estimates of new roads received from the Division offices have been completed and prepared for use in connection with lettings of July 28th, August 19th and September 26th. The care and revision of official maps in constant use requires the services of several draftsmen and constitutes an important pa t of the working of the drafting room.

During the year, 1,496 U. S. geological survey sheets were mounted and the routes of improved roads or roads proposed for improvement indicated upon them; 1,500 other sheets were brought up to date showing the approved county system of highways under contract and all highways completed and several postal route maps of the entire State were compiled for the purpose of indicating all State and county roads.

Titles were written and placed on all plans advertised for contract and also plans for 1,500 miles were made and are ready for use in future lettings. The placing of titles on drawings is facilitated by the use of a printing press and some of the forms in connection with the lettings have been made in our own printing room. We have also printed circular letters and various small forms and blanks.

An important change in method of work has been instituted which, it is believed, will result in greater accuracy in the preparation of final estimates. Division Engineers are now required to send to headquarters with each final estimate and supplemental agreement, cross-sections and all necessary data for the purpose of completely checking the computations of quantities.

LAND-TAKINGS.

The land-taking prints for all highways constructed by this Department are sent out by this office to the various Boards of Supervisors, etc. This is one of the important works of this Department as a considerable number of highways let in the past have had to be held up even as long as a year on account of right-of-way not being secured. Under the present organization this work is being carried on through this office and much better results are being secured than formerly.

BLUE PRINT ROOM.

There has been employed in the blue printing room a force of from three to five men who have made 27,367 blue prints and 4,311 white prints classified as follows:

1,429 sets of highway plans on paper, averaging 7 prints per set. These were plans of highways advertised for contract and miscellaneous plans required by persons both in and out of the Department.

106 sets of highway plans on cloth, averaging 7 prints per set, used by the Division Engineers for indicating finished line and grade on all highways let during the year.

3,921 cross section prints, 18x24 each, showing the cross sections of the highways let during this period.

6,133 right-of-way prints of the land-taking maps presented to the Board of Supervisors for the acquisition of additional right-of-way.

2,494 bridge and culvert prints made for town and county bridges and all miscellaneous bridges for which the State is required to furnish plans.

154 town highway prints representing town highways and other matters coming under the jurisdiction of the town highway department.

1,251 maintenance and repair prints, indicating the repair contracts which were advertised and let during the year.

7,000 miscellaneous prints of various forms, white prints, blue prints, etc., used in the general work of the office.

In making the prints enumerated above the following amount of paper and cloth was used:

Blue print paper, 152,325 sq. ft.

Blue print cloth, 5,265 sq. ft.

Brown print paper for negatives, 1,050 sq. ft.

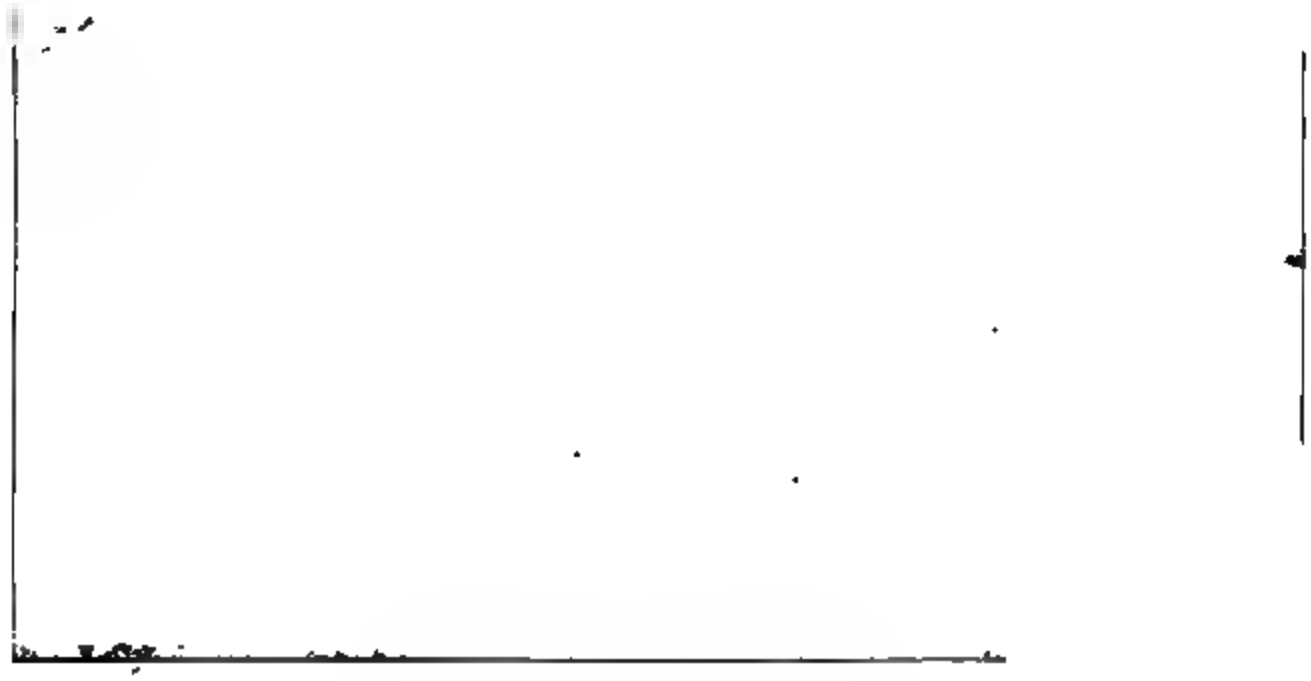
In addition to the blue printing several dozen rolls of films were developed and approximately 1,272 prints on Velox paper were made from these.

BUREAU OF TESTS.

The Bureau of Tests is a well equipped laboratory for the examination of highway materials.

For the proper examination of samples of stone there is a hand press for breaking blocks, a Deval abrasion machine for abrasion, a diamond core drill and a diamond circular saw for obtaining and cutting cores, a Dorry grinding disk for determinations of hardness, two ball mills for grinding stones to powder, a Page hydraulic briquette mold, an impact machine for making the toughness test and a full equipment of sieves, balances, etc.

During the past year we have purchased and put in operation a 200,000 pound compression machine, 3 inch and 6 inch cube moulds, moist air cabinets, apparatus for determining the voids



Concrete with Bituminous Top, Lake George to Warrensburg, Warren County, Division No. 2.

in gravels and a complete equipment for examining and testing cements.

For testing paving blocks we have a standard rattler cross breaking machine of 30,000 pounds capacity, balances, bath and drying oven.

The abrasion machine is installed in a noise-proof room which permits of its use during the day without disturbance to the rest of the work either from noise or dust. The arrangement perfected during the latter part of 1913, locating all of the laboratories in the basement of the present office building, has produced a most desirable and convenient plant.

In the chemical department of the laboratory where the oils, asphalts, etc., are analysed we have, with the recent additions, a most excellent equipment of tables, sinks, hoods, balances, scales and heating ovens; there is also a penetrometer, hot plate, Westpath balance, seven iron retorts, Engler viscosimeter, Saybolt viscosimeter, float apparatus, many thermometers, set of eight hydrometers, extraction apparatus, hot water tub, closed flash tester, apparatus for freezing water, for distillation, for melting point, for determining ductility, a powerful microscope, many sieves and other necessary small articles so necessary to the complete equipment of a chemical laboratory.

During the past year the Bureau made over 2,800 complete analyses or tests on various road materials. There were 1,538 complete tests on bituminous materials, 431 complete tests on stone, 151 on vitrified block, 150 on gravels and sands and 597 on Portland cements. Estimating as an average, ten determinations necessary for one complete test, this would mean that over 28,000 determinations were made in our laboratories during the year 1913.

Besides this work of testing, experiments and investigations into causes of failure were also carried on.

This amount of testing together with practical knowledge of materials insures the use of good material, and good results then naturally depend on the proper manipulation of them.

In handling the work of testing, it is very important that the work on the various contracts be not delayed awaiting results of

test; and in order to avoid such delays, it is necessary to maintain a system of mill inspection. This mill inspection provides the contractors with material which has been tested prior to shipment, and which can be used immediately upon its arrival.

The following explains briefly how our mill inspection is carried on at cement mills and oil refineries.

All samples are taken by an inspector, who is employed by the Department for this purpose. The cement samples are taken from the conveyor as the bin is being filled, one sample is taken for about every 100 barrels, the bin first having been sealed by the inspector. These samples are immediately expressed to this Bureau for testing purposes and upon completion of test, a report is sent to both the inspector and the cement company, advising them of results. If the cement is accepted the inspector allows shipments to be made.

Each carload of cement is barreled only after the seal on the bin has been broken by the inspector, and this is afterwards again sealed up until necessary to barrel for further shipments.

The barreling is done in the presence of the inspector and the barrels loaded into cars which are also sealed shut by him with an official seal of the Bureau of Tests. The inspector then notifies the Bureau of each shipment, stating the name and number of the car, the number of barrels contained therein, its destination, consignee and the highway number on which the cement is to be used.

Upon receipt of such a notice of shipment in this office the test on same is carefully checked and the shipment is charged against the bin from which it came, thus eliminating any chance of overshipping from this source of supply.

A notice is then forwarded to the engineer on the highway, notifying him of the shipment and stating that the contents of the car have been tested and found to be acceptable. The data given on this notice of acceptance is carefully checked by the engineer when the car arrives, as he breaks the official seals on the car and checks its contents.

The duties of the inspectors sent to the various oil refineries are quite similar to those sent to the cement mills, the local conditions and the character of the materials to be handled, however, make it necessary to slightly vary the methods employed.

At some refineries, stationary tanks are employed for storing the oils and asphalt, the tanks varying in capacity from 40,000 gallons to 200,000 gallons.

In filling the larger tanks it requires the output of several stills, each of which is thoroughly sampled as it is being pumped into the stationary tank.

In a great many instances where it is impractical to use storage tanks the samples are taken directly from the stills, when barreling, or from the barrels.

The inspector and oil company are advised of acceptance of the material and shipments are then allowed to go forward, the inspector sending to this office the usual notice of shipment.

The above procedure is sometimes not strictly followed as it often happens that in order to expedite the work, immediate shipment of the material is allowed by the inspector after he has sampled same and sealed the car. Upon completion of tests upon these samples the engineer on the road is notified of the acceptance or rejection of this material.

In handling the sampling of stone, gravel and sand for highway use, a very different proposition confronts us; as various conditions, such as haul, available supply, character of stone and type of construction have to be thoroughly studied.

This work is carried on by the Bureau through its traveling inspectors whose duty is to locate the best available sources of supply for all highways under construction, as well as contemplated ones.

As laboratory methods are exceptionally important in obtaining uniform results, we are noting here the methods which were followed in our laboratories during the past year.

STONE TESTING.

In testing stone for highway use its weight, porosity, loss by abrasion, hardness and toughness are determined. The loss by abrasion, the hardness, and the toughness, tests are considered the three most important.

For the abrasion test the stone is broken by means of a hand breaking press into more or less cubically shaped pieces of from 1¼ to 2½ inches on an edge. Within 5 grams of 5 kilograms are weighed out and this amount is used for making this test.

The stone is then washed and dried, if necessary, and the 5 kilogram charge is placed in a Deval abrasion machine and revolved for 10,000 revolutions at the rate of 2,000 revolutions per hour. This rate is not allowed to vary more than one minute per thousand revolutions. The stone is then taken out, washed, dried and the weight of material less than $\frac{1}{16}$ inch in size that has been worn off by abrasion computed. In order that a high figure may represent a high value for the stone, the per cent. of loss of the original weight is expressed by the French coefficient, which is obtained by dividing 40 by the per cent. of wear, so that a stone which loses 4 per cent. in weight during the test would be represented by a coefficient of wear of 10, and a stone which loses only 2 per cent. in weight during the test represented by a coefficient of wear of 20.

The hardness test is made upon a core of stone which is obtained with a diamond drill. This core is one inch in diameter and three or more inches long. Extreme care is used to take this core from a sound part of the stone and in a direction perpendicular to the natural bed of the stone. The ends of this core are faced off, after which the core is weighed and placed in a Dorry grinding machine so that the lower end bears with constant pressure upon the upper face of the horizontal cast iron grinding disk upon which crushed quartz sand of a standard quality and size (30—40) is fed from funnels at a uniform rate. This disk is rotated for 500 revolutions at a rate of approximately 2,000 revolutions per hour, when the core is taken out, reversed end for end and ground for another 500 revolutions, after which the loss in weight in grams sustained by the core for 1,000 revolutions is computed. The hardness is expressed by subtracting one-third of this loss from 20, so that if a stone lost 9 grams in weight on this test, its hardness would be expressed as 20 less 3, or 17. It is consequently apparent that a stone losing nothing in weight on this test would have its hardness expressed by 20.

The toughness test is made by taking two core pieces one inch in diameter which have been obtained with the diamond drill, as was done for the hardness test. The ends of these core pieces are accurately and carefully smoothed off so as to form cylinders

Concrete Bridge Over Normanskill, Albany County, Division No 2.

one inch in height. They are then placed on a firm, level bearing in the impact machine, securely clamped and subjected to blows of a two-kilogram hammer transmitted through a one-kilogram weight. The first blow of the hammer is from a height of one centimeter. Each succeeding blow is from a height one centimeter greater than the preceding one. The number of blows, which equals the drop, expressed in centimeters, of the last blow required to break the core, is considered as the toughness of the stone. The toughness of the stone is represented by the average of the two core pieces broken.

In order to readily compare results of tests made during the past year these results have been arranged according to the characteristic properties of each stone into groups, of which a summary follows.

The figures in the column marked "weighted value" give an approximate means of quickly comparing the relative values of two or more stones. Of the abrasion, hardness and toughness tests, the abrasion test is considered to be the most reliable and the most important test, consequently the figure representing the French coefficient of abrasion has been multiplied by three. The hardness test is considered second in importance and reliability and its result has been multiplied by two. The result of the toughness test has been multiplied by one. These three weighted results are added together to obtain the "weighted value."

Summary of Average Results of Stone Tests.

GROUP NUMBER.	Number of tests represented.	Specific gravity.	Weight — lbs. per cu. ft.	Water absorbed — lbs. per cu. ft.	Abrasion.		Hardness.	Toughness.	Weighted value.	Kind of stone.	Remarks.
					Per cent of wear.	French coefficient.					
1	10	2.66	167	0.60	4.9	9.0	16.1	14.5	75	Calcareous sandstone	Quarry stone.
2	17	2.78	174	0.77	4.2	10.3	15.4	8.6	70	Dolomite	Quarry stone.
3	17	2.73	171	0.60	4.5	10.1	15.1	7.3	68	Dolomitic limestone	Quarry stone.
4	16	2.71	169	0.23	6.1	7.3	17.9	7.8	66	Gabbro and anorthosite	Quarry stone.
5	22	2.77	173	0.37	5.6	8.5	17.4	9.6	69	Gneiss	Quarry stone.
6	11	2.66	166	0.34	5.1	8.9	18.2	8.0	71	Granite	Quarry stone.
7	108	2.70	169	0.32	6.4	6.8	28.6	6.1	56	Limestone	Quarry stone.
8	8	2.70	169	0.32	3.7	11.7	18.2	13.7	84	Quartzite	Quarry stone.
9	54	2.58	161	1.62	5.5	8.2	14.8	8.8	64	Sandstone	Quarry stone.
10	6	2.70	169	0.31	5.7	7.3	17.4	9.9	68	Sandy grit	Quarry stone.
11	3	2.99	187	0.48	2.8	15.1	18.2	13.3	95	Syenite	Quarry stone.
12	2	2.89	181	0.45	3.6	11.1	17.5	16.8	85	Trap	Quarry stone.
13	36	.....	.....	.....	.....	.....	.....	.....	.....	Miscellaneous	Quarry stone.
14	2	2.74	171	0.67	7.6	6.7	14.4	8.3	57	Dolomite	Field stone.
15	12	2.75	172	0.33	4.5	10.0	18.0	8.6	76	Gneiss	Field stone.
16	9	2.66	166	0.33	5.4	8.1	18.1	6.2	67	Granite	Field stone.
17	3	2.72	170	0.31	5.0	8.1	14.1	6.0	60	Limestone	Field stone.
18	13	2.64	165	0.47	3.5	12.7	18.9	14.2	91	Quartzite	Field stone.
19	50	2.55	161	1.60	4.5	9.9	15.9	10.2	71	Sandstone	Field stone.
20	2	2.62	164	0.46	9.0	5.6	15.2	13.3	61	Sandy grit	Field stone.
21	25	.....	.....	.....	.....	.....	.....	.....	.....	Miscellaneous	Field stone.
Total	426	.....	.....	.....	.....	.....	.....	.....	.....		

CEMENT TESTING.

Upon receipt of the lot of samples representing the material from one bin or other receptacle a portion of every sample is taken. These portions are thoroughly mixed into a large general sample and the tests for fineness, setting qualities, soundness, specific gravity and chemical analysis are run through on this blend of the whole material represented. The tests for tensile strength are made separately upon cement from each individual sample.

For the test for tensile strength each sample is weighed separately, with its proper proportion of standard crushed quartz sand, one part of cement being used to three parts of sand by weight. As each sample is thus weighed it is put into a small pan and each pan is kept in the order of its number so that the samples will not lose their identity. Each separate sample of cement and sand is thoroughly mixed dry and then water amounting to from 10 to 11 per cent. of the total weight of cement and sand is added, in case the cement is a Portland cement, and from 10 to 13½ per cent. by weight in case the cement is a natural cement. The percentage used is such as will give a stiff mortar, but one which will show up water when the trowel is drawn heavily over it. This mortar is thoroughly troweled and is then put into the moulds. The mould, which is of brass and of the standard form recommended by the American Society of Civil Engineers, is first filled with loose mortar and this is carefully compacted by pressing down with the thumbs protected by rubber gloves. More loose mortar is placed in the mould and is pressed down as before. This makes about three-fourths inch of mortar in the mould, having been placed in about three-eighth inch layers. The top layer is placed by striking a further addition of loose mortar with the back of the trowel. The briquette is then struck off even with the top of the mould. Two briquettes are made from each sample. As soon as made, the briquettes are placed upon plates of glass and are placed in the moist-air cabinet, care being taken to keep them in their order so as still to retain their identity. After the mortar has hardened, the briquettes are removed from the moulds and placed in a moist-air cabinet. Twenty-four hours after gauging they are marked

with a number which was given to each briquette consecutively as each was made. The briquettes are then immersed and kept in water maintained at a temperature of about 60° to 70° F., one set being kept for six days and the other set for twenty-seven days.

On the seventh day after gauging, the first test for tensile strength is made, and twenty-one days later, or the twenty-eighth day after gauging, the second briquette of each sample is broken, for tensile strength. All the operations are so conducted that there is perfect uniformity in the treatment of all the samples.

Tests for tensile strength of neat cement are seldom made. When made, however, they are made and treated in a manner similar to that used in testing mortar briquettes, excepting that a greater percentage of water is used, the percentage usually being about 1 per cent. less than that used in gauging for the neat pats of that particular lot or brand.

The test for fineness is made by drying the sample and accurately weighing a portion of it to within one ten-thousandth part of a pound. This portion is carefully sifted through standard sieves of 2,500 and 10,000 meshes to the square inch. The residue on each sieve is carefully weighed and the percentages passing the sieves are computed from this residue.

The test for set is made by taking from the large general sample enough cement to make a ball of paste for the mould of the Vicat apparatus. This is mixed into a paste of normal consistency by adding from 18 to 25 per cent. by weight of water if the cement is a Portland cement and from 28 to 33 per cent. of water if the cement is a natural cement. After being thoroughly troweled this paste is moulded into a ball, pressed into the larger end of an inverted conical hard rubber mould and struck off even with the mould, after which the mould is turned over and placed on a glass plate which is set in the moist-air cabinet and the cement tested from time to time by the Vicat needle. When the needle ceases to pass a point five mm. above the upper surface of the glass plate upon which the mould is resting, the initial set has taken place. The hard set has taken place when the needle ceases to make a visible impression upon the cement in the mould. The time of set is measured from the moment of adding the water to the cement.

Brick Pavement, Albany to Watervliet, Albany County, Division No. 2.

The test for constancy of volume is made by taking from the large general sample enough cement to make three neat pats. These pats, which are moulded on glass plates, are about three inches by four inches in size, one-half inch thick in the center and are drawn out to thin edges. As soon as made the pats are placed in the moist-air cabinet and are allowed to take their set. When the pats have hardened for twenty-four hours, one is placed in steam over boiling water at 212° F. and kept there for five hours. This is the "accelerated" or "hot water" test, and if the pat, after being in the steam for five hours shows no signs of blowing or cracking it is reported as "good." The other pats are submitted to the normal air and water tests by being kept in air and in water respectively at from 60° to 70° F. for seven days.

The test for specific gravity is made with the LeChatelier apparatus and as recommended by the American Society of Civil Engineers.

The chemical tests are made according to the methods recommended by the committee of the New York Section of Society for Chemical Industry.

RESULTS OF TESTS.

In order to readily compare results of tests these results have been arranged according to the characteristic properties of each cement into groups, of which a summary follows:

Summary of Results of Cement Tests.

GROUP.	Number of barrels represented.	Number of tests represented.	Average Set in Minutes.		Average Per Cent. Passing Sieves.		Tensile Strength of 1 to 3 Mortar in Lbs. per Sq. Inch.								Remarks.
							Broken at end of 7 days.				Broken at end of 28 days.				
			Initial.	Hard.	No. 50.	No. 100.	No. broken.	Min.	Max.	Aver.	No. broken.	Min.	Max.	Aver.	
1	29,800	12	175	277	99.7	95.3	298	198	304	252	298	264	387	322	.....
2	450	2	195	270	99.8	94.5	45	156	233	196	44	253	341	292	.....
3	3,910	29	143	284	99.6	95.8	141	220	263	236	141	290	340	314	.....
4	13,300	7	235	351	99.9	97.5	160	174	268	218	160	256	379	320	.....
5	13,700	16	176	290	99.7	95.0	139	179	262	221	139	261	355	308	.....
6	2,600	2	120	300	99.5	93.9	26	213	278	240	26	272	450	319	.....
7	1,173	14	140	272	99.8	95.9	79	240	284	264	79	306	358	329	.....
8	11,115	77	150	255	99.9	97.4	489	268	321	295	489	318	375	346	.....
9	29,500	14	178	262	99.8	96.4	293	176	269	223	291	245	359	292	.....
10	25,500	10	166	257	99.6	95.3	255	219	353	285	254	288	424	350	.....
11	17,930	10	162	302	99.6	96.4	210	181	277	219	209	239	338	282	.....
12	46,500	20	221	337	99.8	97.4	468	165	307	230	467	273	404	337	.....
13	79,970	61	215	328	99.5	93.5	1,126	186	293	239	1,125	249	358	303	.....
14	129,180	65	174	290	99.7	94.2	1,340	148	254	196	1,330	258	380	314	.....
15	32,845	38	205	315	99.6	95.7	428	224	287	248	428	300	380	337	.....
16	9	1	120	255	99.9	96.4	2	313	342	328	2	305	335	320	.....
17	2,540	13	154	273	99.7	97.2	125	279	352	327	125	304	374	351	.....
18	43,400	21	195	298	99.9	94.0	440	209	308	259	438	283	403	339	.....
19	2,350	4	168	285	99.3	95.1	59	230	311	271	59	278	372	322	.....
20	16,965	34	146	261	99.8	97.3	355	261	324	286	355	308	390	349	.....
21	5,550	19	166	283	99.8	95.7	131	176	217	201	131	262	316	298	.....
22	105,115	51	95	229	99.9	97.2	1,082	188	271	230	1,082	242	336	286	.....
23	11,587	56	217	325	99.8	95.1	498	218	274	254	495	287	354	326	.....
24	39,368	17	191	298	99.9	96.4	411	221	350	275	411	292	440	364	.....
Total...	664,357	593	.....	.....	.....	.....	8,600	.....	.....	.....	8,578	.....	.....	.....	

BITUMINOUS MATERIAL.

Preparing Laboratory Samples.— Each laboratory sample is usually composed of several samples that have been taken to represent one car lot, tank or still of material. The material in the separate samples is examined and if uniform in appearance, equal amounts are taken from each and thoroughly blended to form a sample of about one pint on which the complete analysis is run.

In case of mineral bitumen, the sample received is thrown on a large piece of paper, pieces which are evidently foreign to the material are rejected, and the whole "quartered down" to a sample of about 300 grams. This is ground in a mortar and the analysis run on this part of the original sample.

Water Present.— The presence of water in an oil, asphalt or tar is determined by putting about 40 grams of the material into a deep, seamless, three-ounce tin box, a thermometer being suspended in the material. This is then heated to about 230° F. without stirring. If water is present even in very small quantities the material will froth when heated to about 212° F. The per cent. of water present in refined material is determined by heating 20 grams of the material in a two-ounce seamless tin box in an oven maintained at a temperature of 212° F. for an hour. The per cent. of water in mineral bitumen is determined in a similar manner. This loss in weight, while not absolutely correct, is considered as moisture. When water is present in any considerable quantity, as in unrefined tars, the amount present is determined by making a distillation of the material and measuring the water in the distillate in a graduated receiver.

Homogeneity.— The homogeneity of the mixture is shown by its general appearance at a temperature of 77° F., when in a melted condition and when examined under the microscope.

Gravity.—The gravity is determined by taking a small test tube about ⅜ of an inch by 3¼ inches, which is accurately weighed (weight A). The tube is then filled with distilled water at 77° F. and weighed (weight B). To get the gravity of a reduced oil, asphalt or refined tar the tube is filled with the material, cooled

to a temperature of 77° F., cut off level with the top and weighed (weight C). The gravity is determined as follows: $\frac{C-A}{B-A}$ = gravity. The gravity of light oils is determined by a picnometer.

Penetration.— The penetration tests are made by putting the material to be tested in a 3-ounce, deep seamless tin box and placing this box in water maintained at the temperature at which the penetration is determined for a period of two hours before making the penetration tests. The tests are made with a New York Testing Laboratory penetrometer, using a No. 2 needle, with a 100 gram weight, the load being applied for five seconds, unless otherwise specified.

Residue Having a Penetration of 10 *mm.*— This test is made as follows: Fifty grams of the oil are placed in a 3-ounce deep seamless tin box, the box placed in a sand bath and heated over a Bunsen burner. A thermometer is suspended in the oil, the bulb not touching the bottom of the box. The temperature of the oil is kept at from 480° F. to 500° F. and the oil is stirred from time to time with the thermometer to prevent overheating in any part. Depending on the nature of the oil, as usually indicated by its flash, consistency at 77° F. and gravity, the operator can tell about what per cent. it will be necessary to evaporate before cooling and taking a penetration as described under the test for penetration. It is sometimes necessary to make several trials before the desired result is obtained. When the required penetration is reached, the residue left from evaporation is weighed and its per cent. of the original sample taken is computed.

Ductility.— The ductility of an asphalt cement or bitumen is determined by the distance in centimeters that a briquette of the material will draw out before breaking. The briquette of the asphalt cement is moulded in a Dow briquette mould having a central cross section 1 cm. square, a 2 sq. cm. cross section at mouth of clips and a distance of 3 cm. between clips. The moulding of the briquette is done as follows:

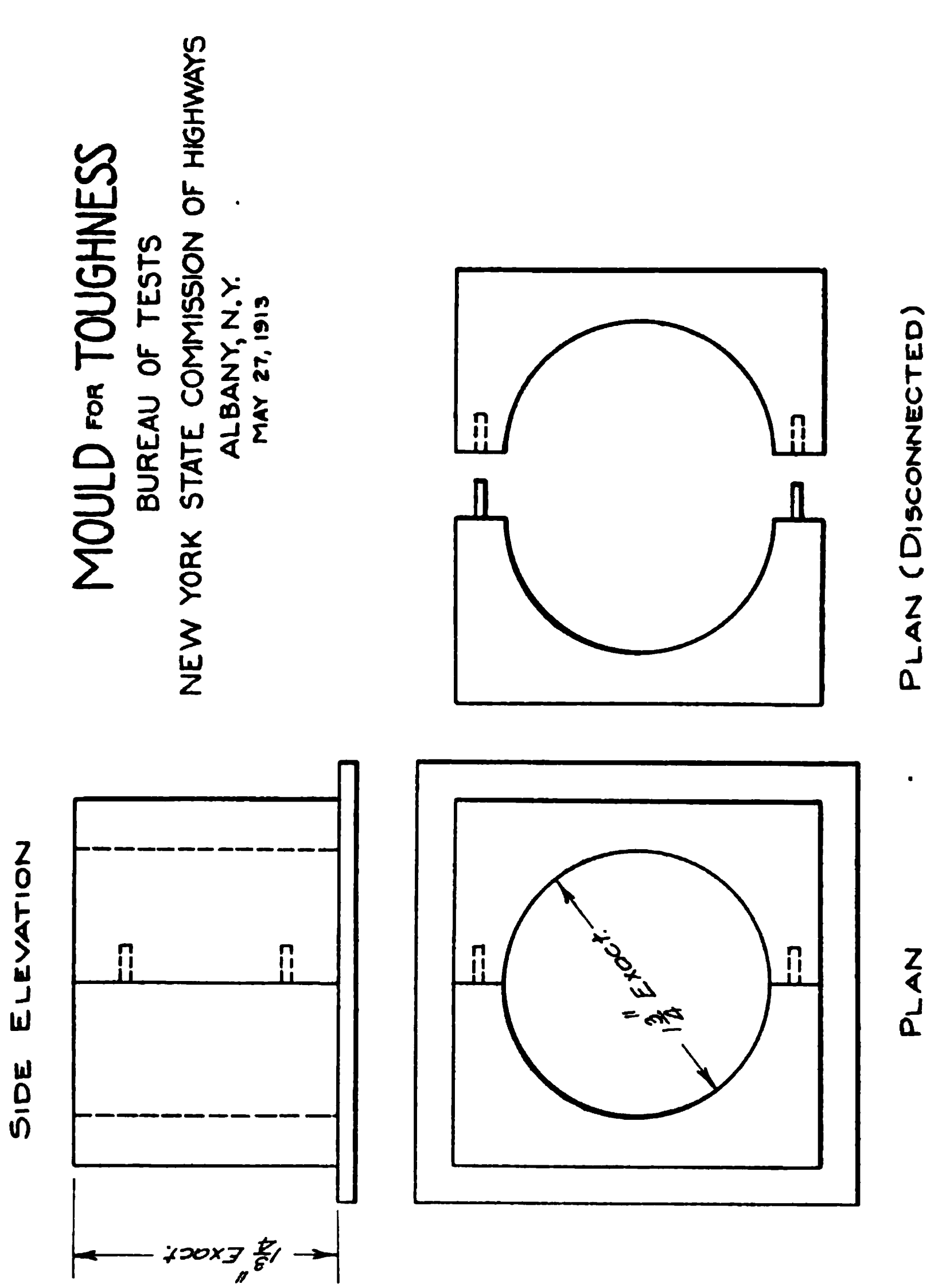
The mould is placed on a brass plate. To prevent the asphalt cement from adhering to this plate and the inner side of the two pieces of the mould, they should be well amalgamated. The asphalt cement to be tested is poured into the mould while in a liquid state, a slight excess being added to allow for shrinkage

Grade Crossing Elimination, D. & H. R. R., Village of Slingerlands, Albany County, Division No. 2.

on cooling. After the asphalt cement is nearly cooled, the briquette is smoothed off level by means of a hot spatula. When it is thoroughly cooled to the temperature at which it is desired to make the test, the two side pieces are removed, leaving the briquette of asphalt cement held at each end by the ends of the mould which serve as clips. The test is made by pulling the two clips apart at a uniform rate of 5 cm. per minute, until rupture occurs. The briquette is kept in water at the temperature at which ductility is to be determined for at least 30 minutes before testing, and the test is performed while the briquette is so immersed in the water at the above temperature, and at no time is the temperature of the water allowed to vary more than one-half a degree from the standard temperature.

Toughness.— The bitumen is heated until liquid; it is then poured into an amalgamated brass mould of such shape as to give a cylinder of the bitumen 1¾ inches in height by 1¾ inches in diameter. After cooling, the mould is removed, and the cylinder of bitumen is placed in a mixture of finely crushed ice and water, giving a temperature of zero degrees centigrade. After remaining in the freezing mixture for about three hours the cylinders are broken in the Page impact machine (the standard machine of the American Society for Testing Materials for determining the toughness of macadam stone). When the cylinder to be broken is placed in the impact machine a piece of linen cloth about one inch square is placed on the end on which the plunger rests. This prevents the plunger from sticking to the bitumen and makes it easier to clean the machine. In making the test, the first drop of the hammer is from a height of five centimeters, and for each succeeding blow the height of the drop is increased five centimeters. The height from which the hammer falls when rupture occurs is given as the toughness of the material.

Following is a diagram of the mould used in obtaining the cylinder for this test:



Melting Point of Bitumen.— The melting or softening point of bitumen is determined by filling a ring 5/8-inch in diameter by 1/4-inch in depth with the bitumen to be tested. After cooling, the bitumen is cut off level with the top of the ring. The ring

containing the bitumen is placed in water at 65° F. for twenty minutes before making the test. In performing the test the ring is put in a support, so placed that the bottom of the ring is one inch above the bottom of an 800 cc. beaker. On the center of the bitumen in the ring is placed a ⅜-inch steel ball, a thermometer being placed with its bulb on a level with the ring containing the bitumen. The beaker is nearly filled with water at a temperature of 65° F. and the temperature raised at a rate of from 8° to 10° F. per minute. The temperature recorded by the thermometer at the time the ball touches the bottom of the beaker is taken as the melting point of the bitumen.

Heating Tests.— The heating tests are made by weighing 50 grams of the material into a three-ounce seamless tin box (5½ centimeters in diameter by 3½ centimeters high). The boxes are then placed in ovens maintained at the desired temperature for five hours and the loss in weight at the end of that period found.

Flash.— About forty grams of the material to be tested are placed in a three-ounce deep, seamless tin box. The box containing the material is placed in a sand bath over a Bunsen burner. The bulb of a thermometer being placed in the material, but so adjusted as not to touch the bottom of the box. The flame of the Bunsen burner is so adjusted that the temperature of the material being tested is raised at the rate of from 10° to 15° F. per minute. As soon as vapors are seen coming off, the small flame from a capillary tube is passed over the center of the liquid and about one-fourth inch above it, and repeated for about every 5° F. rise in temperature until the slight explosion indicates the flash point is reached. The temperature at this point is recorded as the open flash point of the material being tested.

Total Bitumen.— The solubility in carbon disulphide is found by weighing approximately one gram of the material into an Erlenmeyer flask, adding 50 cc. of carbon disulphide and allowing the solvent to act thirty minutes at laboratory temperature, care being taken to break up all lumps before filtering. The filtration is made through a C. S. & S. 9 cm. filter paper No. 589. The

papers are first dried and weighed immediately before using. The filtration is made in a valve funnel, a watch glass is placed on the funnel to prevent evaporation of the solvent. After washing until washings come clean, the filter and residue are placed in an oven at 220° F. for 30 minutes, cooled in a desiccator and weighed. The difference in weight gives the amount of material insoluble in carbon disulphide from which the per cent. of bitumen is computed.

The total bitumen, in mineral bitumen, is determined by weighing about twenty-five grams of the dried material into a dried and weighed C. S. and S. extraction cartridge and extracting in a continuous extraction apparatus using carbon disulphide for a solvent; drying and weighing after extraction is completed. The loss gives the amount of bitumen.

Naptha Solubility. The amount of material soluble in 76 degree Beaumé paraffine petroleum naptha (boiling point 140° F. to 190° F.) is found by the same method that is used in getting the amount soluble in carbon disulphide, except that naptha is used for a solvent in place of carbon disulphide and the solvent is allowed to act about four hours before filtering. The character of the filtrate is determined by placing about 10 cc. of the filtrate in the tin covers of the 3-ounce boxes used in making the heating tests and allowing the filtrate to evaporate. The residue is noted to be sticky or oily by rubbing it between the fingers.

Free Carbon.— The free carbon in tar is determined by extraction at room temperature with carbon disulphide. In extraction, carbon disulphide is used in the same manner as making the determination for the amount of bitumen in asphalts. Determination as to whether extraction is complete is made by placing some of the carbon on white porcelain and moistening it with carbon disulphide; if the porcelain is stained the extraction was not complete and the carbon requires more washing.

Paraffine.— Fifty grams of the material are placed in a half-pint iron retort, E. & A. No. 4521, fitted with a tee condenser,

Bituminous Macadam Road, Tupper Lake Village, southerly, Franklin County, Division No. 3.

the take-off being as near the retort as possible. To the 20-inch iron delivery tube of the retort is attached a 10-inch glass tube, and between the cover and the retort is placed a paper gasket cut from heavy wrapping paper. The material is rapidly distilled to a dry coke from which no further distillate can be obtained, not over twenty-five minutes being allowed from time of placing flame under retort until distillation ceases. About five grams of the distillate are taken if the materials contain 2 per cent. or less of paraffine and about three grams if the material contains over 2 per cent. of paraffine. This amount of distillate is dissolved in 25 cc. of Squibbs' absolute ether in a 2 ounce glass flask, after which 25 cc. of Squibbs' absolute alcohol are added. A one to one wash of 25 cc. each of similar ether and alcohol is made up and the solution of oil and the wash are then frozen for 40 minutes in a salt and ice mixture, giving a temperature of 0° F. The precipitate is filtered quickly by means of suction pump by using a No. 575 C. S. & S. 9 cm. hardened filter paper, the paper being placed in a funnel packed in a freezing mixture of salt and ice. The paraffine caught on the filter paper is washed with a cool one to one wash. It is then scraped into a weighed crystallizing dish and maintained at a temperature of 212° F. until a constant weight is obtained, after which it is weighed and the percentage of paraffine in the original material calculated. The percentage of paraffine in the original material is computed by dividing the weight of paraffine obtained by the number of grams of distillate taken for freezing, and multiplying this result by the percentage distilled from original samples (i. e., by 100 per cent. less weight of coke expressed in percentage). The paraffine so determined should have a melting point of at least 132° F.

The melting point of paraffine is determined by covering the bulb of a thermometer with the paraffine; suspending the thermometer in a beaker of water at 65° F. and heating the water at the rate of 8° to 10° F. per minute. The temperature recorded by the thermometer at the time the paraffine melts from the bulb is taken as the melting point of the paraffine.

Distillation of Tar.— The distillation test of tar is made by weighing 100 cc. of the tar into a 250 cc. Engler flask with delivery tube at the middle of the neck. The thermometer is so placed that the upper end of the mercury bulb is opposite the outlet of the flask. The thermometer used has a nitrogen chamber to insure accurate readings at high temperatures. The flame is so regulated that approximately 1 cc. of distillate is caught per minute. The receiver is changed as the mercury reaches each fractional point. The distillation is continuous. The distillates for the different fractional points are caught, weighed and per cent. of distillate computed for the various temperatures. Percentages are given in weight.

Viscosity.— The viscosity of bituminous material is determined with the standard Engler viscosimeter at the temperature specified. The proper amount of bituminous material is placed in the instrument. The surrounding bath and the material to be tested are brought to the desired temperature. The plug of the instrument is then removed and the material allowed to flow into a graduated cylinder. The elapsed time, in seconds, from the removal of the plug until the desired amount has flowed into the graduate, is given as the viscosity of the material.

Fixed Carbon and Mineral Matter.— The fixed carbon is determined by weighing approximately one gram of the material into a weighed platinum crucible with a tightly fitting cover. The crucible with its cover in place, is then placed about four inches above a freely burning Bunsen burner so as to be completely enveloped in the flame and exposed to the full heat of the burner for about three minutes or until the top of the crucible cover is burned free from carbon, the under side of the cover being covered with the carbon. The flame is then withdrawn, the crucible cooled and weighed. The weight after burning, less the weight of crucible, gives the amount of fixed carbon plus the mineral matter. The fixed carbon is then burned off in the open crucible until a constant weight is obtained, and the crucible cooled and weighed. This weight is the crucible plus the mineral matter.

Bituminous Macadam, Alder Creek to McKeever, Oneida and Herkimer Counties, Division No. 4.

The mineral matter subtracted from the combined weight of the fixed carbon and mineral matter gives the fixed carbon.

Results of Tests.

In order to readily compare results of tests, these results have been arranged according to the characteristic properties of each material into groups, of which a summary follows:

Summary of Results of Bituminous Material Tests.

GROUP NO.	Number of tests.	Homogeneous.	Gravity at 77° F.	Penetration.			Residue.		Per cent residue with 100 Pen.	Per Cent Loss 5 Hours at —		Per cent solubility in CS_2.	Per cent bitumen sol. 76° naphtha.	Per cent fixed carbon.	Open flash Fahr.	Per cent paraffine.
				At 77° F.	At 41° F.	$\frac{41°}{77°}$ F.	Per cent.	Pen. 77° F.		325° F.	400° F.					
1	91	Yes	1.010	155	41	26.8	.....	.....	.....	.....	3.0	99.9	75.0	14.0	455	4.04
2	13	Yes	1.010	187	48	25.7	.....	.....	.....	.....	4.0	99.9	75.0	13.9	443	3.98
3	11	Yes	0.998	173	49	28.4	.....	.....	.....	.....	3.6	99.9	80.0	10.2	450	0.83
4	22	Yes	1.00	170	50	29.2	.....	.....	.....	.....	0.9	99.9	79.8	13.0	508	1.15
5	4	Yes	1.032	138	30	21.1	.....	.....	.....	.....	1.6	99.9	77.3	15.1	505	2.12
6	4	Yes	1.017	141	35	25.0	.....	.....	.....	.....	2.6	99.9	78.0	13.2	488	1.82
7	2	Yes	0.972	142	55	36.1	.....	.....	.....	.....	1.5	99.9	77.6	9.64	492	4.44
8	82	Yes	1.025	148	33	22.4	.....	.....	.....	.....	2.1	99.0	77.3	13.8	476	2.88
9	139	Yes	1.023	172	39	23.1	.....	.....	.....	.....	3.4	99.9	77.0	14.2	452	1.66
10	7	Gran.	1.19	173	40	23.0	.....	.....	.....	.....	5.6	77.6	76.1	13.2	430	0.55
11	374	Gran.	1.046	164	29	18.0	.....	.....	.....	.....	6.3	96.6	80.4	12.4	405	1.17
12	35	Gran.	1.080	168	35	21.0	.....	.....	.....	.....	1.4	90.0	80.5	11.7	500	0.43
13	23	Yes	0.995	.....	.....	.....	89.6	98	90	.....	3.5	99.9	85.4	11.2	465	3.94
14	5	Yes	1.011	.....	.....	.....	89.4	81	90	.....	4.5	99.9	81.4	12.9	420	2.84
15	8	Yes	1.010	.....	.....	.....	89.7	75.6	90.5	.....	3.6	99.9	81.0	12.5	460	4.07
16	9	Yes	0.989	.....	.....	.....	90.8	104	90.3	.....	1.2	99.9	85.4	10.3	515	1.58
17	13	Yes	1.00	.....	.....	.....	86.0	89	86.3	.....	4.7	99.9	82.3	11.5	436	4.29
18	11	Yes	1.008	.....	.....	.....	89.6	95	89.8	.....	2.0	99.9	84.1	10.3	484	1.72
19	28	Yes	0.990	.....	.....	.....	73.5	85	74.0	15.3	20.3	99.9	92.5	6.46	254	0.25
20	41	Yes	0.961	.....	.....	.....	65.6	100	65.6	16.2	21.0	99.9	87.8	8.75	264	3.23
21	9	Yes	0.932	.....	.....	.....	44.2	82	45	18.8	26.9	99.9	91.1	5.66	244	3.47
22	30	Yes	0.961	.....	.....	.....	62.6	98	63	27.1	32.6	99.9	93.7	5.24	157	0.11
23	29	Yes	1.255	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	46	Yes	1.235	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	51	Yes	1.240	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	32	Yes	1.187	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	39	Yes	1.150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	1	Yes	1.01	.....	.....	.....	93.2	136	92	.....	0 5	99.9	80.6	12.9	460	4.58
29	1	Yes	0.976	.....	.....	.....	87.6	88	88	.....	0.5	99.9	93.2	7.7	505	3.74
30	1	Yes	0.935	.....	.....	.....	58.2	93	59	23.0	32.0	99.9	89.0	7.77	170	3.23
31	1	Yes	1.002	.....	.....	.....	89.0	142	87	.....	5.0	99.9	95.2	6.46	412	0.38

32	1	Yes	0.973	.....	.....	.....	71.4	194	68	16.0	23.5	99.9	86.1	9.90	80	0.95
33	1	Yes	0.941	.....	.....	.....	61.8	95	62	27.0	30.0	90.9	87.8	7.99	96	3.92
34	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36	1	Gran	1.231	.....	.....	.....	.....	.....	.....	.....	2.0	79.9	134.3	26.2	.....	.....
37	78	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.22	.....	.....	.....	.....
38	15	.....	1.252	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39*	8	.....	2.49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40	86	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.97	.....	.....	.....	.....

* Size, 5" x 2" x 12". Water absorbed, 0.27.

Summary of Results of Bituminous Material Tests — (Concluded).

GROUP NO.	Distillation. Per cent caught.	Distillation. Per cent coke.	Distillation. Time, minutes.	Ductility at 77° F.	Toughness at 32° F.	Per cent mineral matter.	Per cent sulphur.	M. P. of bitumen F.	Per cent of free carbon.	Per Cent Distilling to — 170° C.	235° C.	270° C.	300° C.	Specific gravity of distillate at 77° F.	M. P. of residue from distillation, degrees C.	Float, seconds, 100° C.	Gallons represented by tests.
1	67.5	21.2	22.4	65+	30 9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,221,430
2	67.5	21.0	23	65++	35+	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	595,100
3	77.0	14.8	22.1	65++	32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
4	70.5	19.4	22.2	65++	31.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	159,000
5	64.0	22.0	22.8	65++	28 8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32,900
6	65.0	21.8	23.6	65++	35++	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,440
7	74.5	14.5	21.5	7.5	35++	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	66.0	21.3	22.4	65+	26	0.85	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	346,670
9	65.6	21.6	22.5	65+	35+	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,467,820
10	55.3	35.0	23.0	54.	35++	20 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	235,000
11	67.2	21.1	22.0	65+	B-17.8 C-19.5	2.34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,147,200
12	62.3	26.5	22.4	65+	26.6	9.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100,740
13	71.3	18.2	22.5	.....	Too soft	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,130,977
14	71.6	19.1	22.0	.....	Too soft	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	120,000
15	70.4	18.4	22.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17,490
16	75.3	18.0	21.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	69,400
17	72.1	18.6	22.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	496,400
18	70.6	18.0	22.6	.....	20.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
19	79.4	11.5	22.2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	129,830
20	78.8	11.4	21.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	174,786
21	87.3	7.8	21.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20,000
22	82.0	8.4	21.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	167,250
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	23.1	0.0	1.2	5.4	10.0	1.050	64.5	33.4	1,005,900
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	19.8	0.0	5.3	12.7	17.7	1.040	62.2	21.8	
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	18.6	0.0	2.1	7.8	13.1	1.045	59.6	23 7	
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.5	0.0	2.6	8.3	14.4	1.015	55.5	20.7	294,000
27	(Engler viscosimeter, 140° F., 100 cc.= 85.0 secs.)					.....	.....	.....	.....	6.98	4.0	12.8	22.0	28.1	1.010	47.5	.....	345,380
28	73.1	15.0	21.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	75.0	14.0	21.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	81.3	10.0	22.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	73.3	14	24.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

32	72.7	16.0	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33	77.5	13.0	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34	.....	.....	.....	.....	.....	.....	.....	138	.....	.....	.....	.....	.....	.....	.....	.....	.....	26,550
35	.....	.....	.....	.....	.....	.....	.....	147	.....	.....	.....	.....	.....	.....	.....	.....	.....	35,000
36	.....	.....	.....	.....	.....	.....	19.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Sieves		200	100	80	60	50	40	30	20	10	6	¼	½	½	¾		
39	Mesh analysis, % passing		22.9	10.0	4.1	3.7	3.7	2.5	4.3	6.0	16.0	20.8	6.0	0.0	.....	.....		% caught
40	.....	.....	7.5	.....	.....	.....	.....	46.4	.....	.....	23.3	.....	14.4	.....	8.1	0.0		.....

Number of Gallons of Bituminous Material Represented by Tests.

Specification "A."		Tar.		Oils.		Expansion joint filler.	Rock asphalt.	Total.	Remarks.
Residuum product.	Fluxed Nat. asphalt.	Hot application.	Cold application.	H.-O.	C.-O.				
2,221,430	.....	.....	.....	1,130,977	174,786	179	.....	3,527,372	.....
595,100	.....	.....	.....	496,400	.....	35,000	.....	1,126,500	.....
159,000	.....	.....	.....	69,400	.....	.....	.....	228,400	.....
346,670	.....	.....	.....	.....	.....	.....	.....	346,670	.....
18,440	.....	.....	.....	.....	.....	.....	.....	18,440	.....
32,900	.....	.....	.....	17,490	20,000	.....	.....	70,390	.....
1,467,820	235,000	.....	.....	120,000	.....	.....	.....	1,822,820	.....
.....	3,147,200	.....	.....	129,830	167,250	.....	.....	3,444,280	.....
.....	100,740	.....	.....	.....	.....	.....	.....	100,740	.....
.....	.....	1,005,900	345,380	.....	.....	26,550	.....	1,377,830	.....
.....	.....	294,000	.....	.....	.....	.....	.....	294,000	.....
.....	.....	.....	.....	.....	.....	.....	*3,245	.....	.....
4,841,360	3,482,940	1,299,900	345,380	1,964,097	362,036	61,729	.....	12,357,442	.....

* Amount noted in tons.

Crushing Stone for Lake Pleasant, Piseco Road, Hamilton County, Division No. 4.

BRICK TESTING.

On receipt of a sample of thirty bricks, twenty bricks were picked out for the rattler or abrasion test and ten bricks for the cross breaking test.

The abrasion test was made to determine the per cent. of weight lost by abrasion when a standard charge of ten bricks, approximately 1,000 cubic inches, was subjected to 1,800 revolutions in a standard rattler as proposed by the National Paving Brick Manufacturers' Association making between 29½ and 30½ revolutions per minute. Bricks were dried for a period of three hours at a temperature of 100° F. before being subjected to the abrasion test.

The absorption test was made on five bricks which had been through the rattler test. These bricks were weighed as taken from the rattler and then immersed in water for forty-eight hours, after which they were again weighed. The gain in weight due to water absorbed was noted, and the per cent. of increase in weight due to absorption computed.

The cross breaking test was made by placing a brick on edge as laid in the pavement. This brick rested on supports which were six inches apart, and the breaking load was applied midway between supports. The average breaking load of ten bricks was used for computing the modules of rupture, which was computed by the formula: $R = \frac{3\ W\ L}{2\ b\ d^2}$, in which W is the breaking load expressed in pounds, L the length between supports, expressed in inches, b the breadth and d the depth of the brick in inches.

RESULTS OF TESTS.

In order to readily compare results of tests these results have been arranged according to the make of brick into groups, of which a summary follows:

GROUP NUMBER.	Number of tests represented.	AVERAGE.						Remarks.
		DIMENSIONS IN INCHES.			Per cent of water absorbed.	Modulus of rupture—lbs. per sq. in.	Per cent of weight lost in rattler.	
		Width.	Depth.	Length.				
1	13	3.6	4.0	8.7	1.53	2,440	22.9	Shale block.
2	1	3.6	4.0	8.9	1.70	2,084	20.9	Shale block.
3	1	3.5	3.9	8.9	3.20	2,160	32.6	Shale block.
4	23	3.7	4.0	8.7	1.70	2,359	21.2	Shale block.
5	6	3.3	4.0	8.6	1.51	2,589	21.8	Shale block.
6	1	3.6	4.0	8.9	1.26	2,290	21.0	Shale block.
7	3	3.7	4.0	8.9	0.69	2,248	18.4	Shale block.
8	4	3.6	4.2	8.6	2.24	2,000	19.7	Shale block.
9	5	3.6	3.9	8.6	2.54	2,240	20.8	Shale block.
10	7	3.6	4.0	8.7	1.42	2,665	18.2	Shale block.
11	1	3.4	3.9	9.1	3.21	2,040	27.6	Shale block.
12	19	3.8	3.9	9.1	1.51	2,220	20.7	Shale block.
13	1	3.0	4.1	9.4	2.59	2,610	21.9	Shale block.
14	3	3.5	3.7	8.8	1.02	2,645	24.3	Shale block.
15	10	3.6	4.0	8.8	1.35	2,550	20.2	Shale block.
16	6	3.6	4.0	8.7	1.65	2,338	22.1	Shale block.
17	5	3.1	4.0	9.4	3.59	2,175	21.0	Fire clay.
18	1	3.1	4.0	9.4	2.40	1,786	30.3	Fire clay.
19	1	3.8	4.1	9.2	3.22	1,790	26.1	Fire clay.
20	1	.....	.....	.....	2.65	.....	19.6	Fire clay.
21	2	3.7	4.0	8.5	2.29	2,920	23.7	Fire clay.
22	7	3.4	3.9	8.8	1.98	3,456	18.9	Fire clay.
23	2	3.2	3.8	9.2	3.42	2,508	23.0	Fire clay.
24	17	3.2	4.0	9.1	2.38	2,128	22.0	Fire clay.
25	1	3.2	3.9	9.1	2.75	1,820	26.9	Fire clay.
26	10	3.2	4.0	9.3	2.02	2,646	20.6	Fire clay.
Total	151	.....	.....	.....	.....	.....	.....	.....

Concrete Bituminous Top, Rockdale to Mt Upton, Chenango County, Division No 5.

The cost of testing, which includes laboratory work, the field work and inspection, and office work, is shown in the following table.

In the column headed, "per sample" is indictated the cost of making the complete analysis, or approximately ten separate determinations on the various materials indicated; this shows the cost of testing is extremely low as compared with the prices of commercial laboratories.

Cost of Testing.

DISTRIBUTION.	Oils and Asphalt.		Cement.		Stone.		Brick.		Sand and Gravel.		Miscellaneous.	Total.
	Per sample.	Total.	Per sample.	Total.	Per sample.	Total.	Per sample.	Total.	Per sample.	Total.		
Laboratory work.....	$4 26	$6,559 00	$3 99	$2,384 00	$3 60	$1,550 00	$2 34	$353 00	$9 46	$1,419 50	.....	$12,265 50
Field work (Insp.).....	5 28	8,129 87	8 09	4,831 10	0 59	253 00	.....	.....	1 33	200 00	$178 93	13,592 90
Office work.....	0 93	1,425 00	1 55	925 00	1 91	825 00	1 98	300 00	4 50	675 00	1,174 80	5,324 80
Total.....	$10 47	$16,113 87	$13 63	$8,140 10	$6 10	$2,628 00	$4 32	$653 00	$15 29	$2,294 50	$1,353 73	$31,183 20

BUREAU OF BRIDGES.

The Bureau of Bridges has charge of such work in connection with bridges and the elimination of railroad crossings at grade as are delegated to this Department by the Highway Law. Since the Public Service Law has been extended to cover motor bus lines and companies operating them are considered as public carriers, co-operation between this Department and the Public Service Commission regarding the issuance of certificates of necessity and convenience has been established.

A representative of this Bureau has attended all hearings upon application for certificates on the part of motor bus lines, and such certificates have been issued by the Public Service Commission with conditions imposed including the traction regulations of the Highway Commission. Designs of tractors are submitted to this Bureau for the purpose of checking their compliance with the traction regulations. Since the weight of traction engines and motor buses has a particular relation, not only to the surface of roads, but especially to the strength of bridges, it has been found most convenient to include this work in that of the Bridge Bureau.

That part of the present Highway Law which requires this Department to examine and approve of plans for bridges proposed on all highways is a very proper provision. It has been my experience that bridge builders are strongly tempted to reduce their weights on structures to the minimum in order that they may get contracts, and townspeople, who are not engineers, are easily misled and may be imposed upon.

The proper design and construction of bridges is of great importance, and it is necessary that expert advice should be secured by the towns in building these structures. Whether they employ a bridge engineer or not, it is a wise provision of law that requires the approval of plans by this Department. I think that we should go further, however, and extend our work in the direction of supervising the construction, as the stability of a bridge well designed may be completely nullified by improper workmanship or unsuitable material entering into its construction.

More careful attention has been and will be given to grade crossing eliminations, and since there are a large number of these ordered, this will in future constitute a most important work.

Particular attention is now given to the details of plans proposed, to the end that better alignment and grades in approaches to crossings may be secured. We have exercised a closer supervision of construction than formerly, and the interest of the State in these structures will be further safeguarded by our attention to them in addition to that given by the Public Service Commission.

LIST OF TOWN BRIDGES CONDEMNED.

The following town bridges have been condemned by the State Commission of Highways, under section 20, chapter 30, Laws of 1909:

COUNTY.	Town.	Stream.	Date of condemnation.
Columbia	Livingston and Clermont.	.....	May 25, 1909
Saratoga	Saratoga Spgs. and Malta.	Kayaderosseras creek	June 9, 1909
Livingston	Avon and Caledonia	Genesee river	June 9, 1909
Tompkins	Ithaca	Fall creek	June 9, 1909
Tompkins	Groton	Fall creek	July 1, 1909
Herkimer	Salisbury	Spruce creek	July 1, 1909
Schoharie*	Schoharie	Schoharie creek	July 1, 1909
Chautauqua	Kiantone	.....	July 9, 1909
Chemung	Chemung	Junction canal	July 14, 1909
Chemung	Chemung	Chemung Junction canal	July 14, 1909
Madison and Onondaga	Sullivan and Cicero	Chittenango creek	July 21, 1909
Schuyler	Montour	.....	July 21, 1909
Chautauqua	Kiantone	.....	July 21, 1909
Orleans	Carlton	Oak Orchard creek	July 21, 1909
Orleans	Carlton	Oak Orchard creek	July 21, 1909
Columbia	Greenport and Claverack.	Claverack creek	Aug. 2, 1909
Columbia	Greenport	Claverack creek	Aug. 2, 1909
Delaware	Colchester	Delaware river	Aug. 13, 1909
Oneida and Madison	Oneida and Vernon	Oneida creek	Aug. 27, 1909
Washington	White Creek	Owl Kill	Sept. 15, 1909
Ontario	Seneca	Flint creek	Sept. 15, 1909
Jefferson	Ellisburg	Big Sandy creek	Oct. 6, 1909
Jefferson	Ellisburg	Big Sandy creek	Oct. 6, 1909
Jefferson	Ellisburg	Big Sandy creek	Oct. 6, 1909
Jefferson	Ellisburg	Big Sandy creek	Oct. 6, 1909
Jefferson	Ellisburg	Big Sandy creek	Oct. 6, 1909
Jefferson	Rutland and LeRay	Black river	Oct. 6, 1909
Columbia	Livingston and Clermont.	Roeloff-Jansen Kill	Oct. 6, 1909
Schoharie	Schoharie	Fox creek	Oct. 23, 1909
Jefferson	Lorraine	Sandy creek	Nov. 22, 1909
Jefferson	Philadelphia	Indian river	Nov. 22, 1909
Jefferson	Philadelphia	Indian river	Nov. 22, 1909
Cattaraugus	Salamanca	Allegany river	Feb. 8, 1910
Ulster	Ulster and Esopus	Rondout creek	Feb. 8, 1910
Columbia	Hillsdale	Roeloff-Jansen Kill	Mar. 10, 1910
Niagara	Niagara	Cayuga creek	April 12, 1910
Oneida	Vernon	.....	May 5, 1910
Oneida	Vernon	.....	May 5, 1910
Oneida	Vernon	.....	May 5, 1910
Rockland	Clarkstown	Hackensack river	May 5, 1910
Sullivan	Rockland	Willowemoc river	May 23, 1910
Essex	Jay	Ausable river	June 27, 1910
Sullivan	Neversink	Neversink river	June 27, 1910
Chemung	Chemung	Chemung river	June 27, 1910
Chautauqua	Pomfret	Canadaway creek	July 26, 1910
Herkimer	Herkimer	West Canada creek	Sept. 26, 1910
Columbia	North Germantown	.....	Nov. 9, 1910
Onondaga	Lysander and Elbridge	Seneca river	Nov. 22, 1910
Ulster	Marlboro	.....	Dec. 15, 1910

* Rescinded.

Concrete, Williamson-East Williamson, Division No. 6.

LIST OF TOWN BRIDGES CONDEMNED — (*Concluded*).

COUNTY.	Town.	Stream.	Date of condemnation.
St. Lawrence	Massena	Raquette river	April 7, 1911
St. Lawrence	DeKalb	Oswegatchie river	April 7, 1911
Essex	Ticonderoga	Lake George outlet	May 5, 1911
Herkimer and Oneida	Russia and Trenton	West Canada creek	June 8, 1911
Erie and Niagara	Newstead and Royalton	.....	June 28, 1911
Tompkins	Ulysses	Taughannock creek	July 25, 1911
Ulster	Gardiner	Walkill river	May 3, 1912
Chemung	Big Flats	Chemung river	July 9, 1912
St. Lawrence	Norfolk	Racquet river	Aug. 23, 1912
Wyoming	Arcade	Cattaraugus creek	Sept. 19, 1912
Cortland	Homer	Tionghnioga river	Sept. 19, 1912
Oneida	Rome and Vienna	Fish creek	Oct. 22, 1912
Ulster	Shandaken	Stony Clove	Oct. 29, 1912
Monroe	Brighton	Genesee river	Nov. 11, 1912
Monroe	Chili	Genesee river	Nov. 11, 1912
Monroe	Henrietta	Genesee river	Nov. 11, 1912
Essex	Jay	Ausable river	May 2, 1913
Warren	Thurman	Hudson	May 2, 1913

LIST OF TOLL BRIDGES FOR THE ABOLITION OF WHICH PETITIONS HAVE BEEN FILED BY THE BOARD OF SUPERVISORS UNDER THE HIGHWAY LAW AND THEIR STATUS.

Warren County.

A toll bridge crossing the Hudson river between the towns of Johnsburg and Chester.

Resolution passed by the Board of Supervisors April 7, 1909.

Certified copy of said resolution filed with the State Commission of Highways April 7, 1909.

Approved by the State Commission of Highways July 9, 1909.

Certified copy of resolution of approval by Commission transmitted to Attorney-General August 28, 1909.

Bridge opened to the public December 1, 1910.

St. Lawrence County.

A toll bridge crossing Black lake near the village of Edwardsville and connecting the towns of Morristown and Macomb.

Resolution passed by the Board of Supervisors June 18, 1909.

Certified copy of said resolution filed with the State Commission of Highways June 29, 1909.

Approved by the State Commission of Highways June 9, 1909.

Certified copy of resolution of approval by Commission transmitted to the Attorney-General July 12, 1909.

Schenectady County.

A toll bridge, known as the Scotia bridge, crossing the Mohawk river and connecting the city of Schenectady and the town of Glenville.

Resolution passed by the Board of Supervisors May 4, 1909.

Certified copy of said resolution filed with the State Commission of Highways May 7, 1909.

Approved by the State Commission of Highways July 9, 1909.

Certified copy of resolution of approval by Commission transmitted to the Attorney-General July 12, 1909.

Schenectady County.

A toll bridge, known as the Freeman bridge, crossing the Mohawk river and connecting the city of Schenectady and the town of Glenville.

Resolution passed by the Board of Supervisors May 4, 1909.

Certified copy of said resolution filed with the State Commission of Highways May 7, 1909.

Approved by the State Commission of Highways July 9, 1909.

Certified copy of resolution of approval by Commission transmitted to the Attorney-General July 12, 1909.

Rensselaer and Saratoga Counties.

A toll bridge, known as the Mechanicville bridge, crossing the Hudson river and connecting the town of Schaghticoke, Rensselaer county, with the village of Mechanicville, Saratoga county.

Resolution passed by the Board of Supervisors of Rensselaer county July 13, 1909, and October 13, 1909, and the Board of Supervisors of Saratoga county November 30, 1909.

Certified copies of said resolutions filed with the State Commission of Highways December 27, 1909.

Approved by the State Commission of Highways May 23, 1910.

Certified copy of resolution of approval by Commission transmitted to the Attorney-General May 25, 1910.

Rensselaer and Saratoga Counties.

A toll bridge, known as Stillwater bridge, crossing the Hudson river and connecting the westerly part of the town of Schaghticoke, Rensselaer county, with the village of Stillwater, Saratoga county.

Resolutions passed by the Board of Supervisors of Rensselaer county July 19, 1909, and October 13, 1909. Certified copies of these resolutions were filed with the State Commission of Highways December 27, 1909.

Resolution passed by the Board of Supervisors of Saratoga county November 30, 1909. Certified copy of resolution filed with State Commission of Highways March 14, 1910.

These resolutions were approved by State Commission of Highways May 23, 1910, and certified copy of resolution of approval by Commission transmitted to Attorney-General May 25, 1910.

Chapter 546, Laws of 1913, appropriated $12,500 for the State's share of the cost of this bridge.

Litigation still pending December 31, 1913.

Saratoga and Washington Counties.

A toll bridge, known as the Schuylerville bridge, crossing the Hudson river and connecting the town of Easton, in the county of Washington, with the village of Schuylerville in the county of Saratoga.

Resolution passed by the Board of Supervisors of Saratoga county December 24 and 27, 1910, and by the Board of Supervisors of Washington county December 10, 1910.

Certified copies of said resolutions filed with the State Commission of Highways January 6, 1911.

This bridge was made public February 5, 1911.

Saratoga and Rensselaer Counties.

A toll bridge, known as the Union bridge, crossing the Hudson river and connecting the city of Troy, Rensselaer county, with the village of Waterford, Saratoga county.

Resolutions passed by the Board of Supervisors of Rensselaer county July 13, 1909, and by the Board of Supervisors of Saratoga county November 18, 1910, and November 28, 1910.

Certified copies of said resolutions filed with the State Commission of Highways November 28, 1910.

Certified copies of said resolution were again filed with Commission of Highways June 28, 1913. These were approved July 8, 1913, and a certified copy of resolution of approval by Commission was transmitted to the Attorney-General July 9, 1913.

Chapter 548, Laws of 1913, appropriated $100,000 for State's share of cost.

Litigation still pending December 31, 1913.

Albany and Rensselaer Counties.

A toll bridge, known as the Greenbush bridge, crossing the Hudson river between the cities of Albany and Rensselaer.

Resolution passed by board of supervisors of Rensselaer county January 16, 1913.

Certified copy of said resolution filed with Department of Highways January 23, 1913.

No action taken by this Commission.

Albany and Rensselaer Counties.

A toll bridge, known as the Twelfth street bridge, crossing the Hudson river between the cities of Troy and Cohoes.

Resolution passed by Board of Supervisors of Albany county December 18, 1912.

Certified copies of said resolution were filed with Commission of Highways June 28, 1913, were approved July 8, 1913, and a certified copy of resolution of approval by Commission was transmitted to the Attorney-General July 9, 1913.

Chapter 547, Laws of 1913, appropriated $100,000 for the State's share of costs.

Complete surveys and land-taking maps were made and transmitted to Attorney-General.

This bridge not yet made public (December 31, 1913).

TOWN BRIDGES AND CULVERTS.

During the year 82 bridges were inspected and reported on, in accordance with requests from proper officials.

Two bridges were recommended for condemnation.

About half of the reports submitted were of the nature of repairs required.

Grade Crossing Elimination, Brooks Avenue. Buffalo, Rochester & Pittsburgh Railroad, Near Rochester, Monroe County, Division No. 7.

Twenty bridge and culvert plans, including eight sets of shop drawings, were submitted by local authorities and were criticized or approved.

Fifteen sets of foundation plans were made; these took our standard designed superstructures in most cases.

Forty-four new plans for bridges were made and submitted for consideration; these include eight sets of arch plans, two grade crossing elimination plans, three sets of lift bridge and two draw span plans.

Many studies for proposed bridges were made in order that reliable estimates for costs might be obtained.

Designs for arch centering, for unusual retaining walls, etc., have been requested and in all cases such requests have been complied with.

We have on hand many strain sheets, foundation plans, arch designs, etc., which with slight alterations often meet conditions required.

Plans for temporary bridges, such as wooden trusses or pile trestles, are kept, and in times of floods they are much needed.

Two new standard plans were added to our stock during the year. These were: 216 ft. span 21 ft. width with one 6 ft. walk; 235 ft. span 20 ft. width with one 5 ft. walk.

We have standard culvert plans for all spans from 2 ft. to 64 ft. span.

The following table shows all standard plans for truss bridges which are fully completed and now on file:

Concrete Floor.		*Plank Floor.*	
Span feet	Width of roadway feet	Span feet	Width of roadway feet
45	16	50	16
50	16	60	16
55	16	75	16
60	16	100	16
65	16	125	16
70	16	130	16
80	16	135	16
90	16	150	16
100	16	100	18
110	16		

Concrete Floor.

Span feet	Width of roadway feet
115	16
125	16
150	16
46	18
50	18
55	18
60	18
65	18
70	18
75	18
80	18
85	18
90	18
95	18
98	18
100	18
105	18
110	18
115	18
120	18
125	18
130	18
135	18
140	18
145	18
150	18
160	18
120	20

Span feet	Width of roadway feet	Walk feet
100	16	5
125	18	5
216	21	6
235	20	5

Progress of Grade Crossing Elimination.

COUNTY.	Town.	Highway number	Name of crossing.	Railroad	Remarks.
Albany	Bethlehem	5237	Slingerlands	D. & H	Finished.
Albany	New Scotland	948	Voorheesville	West Shore	
Broome	Kirkwood	834	Kirkwood	Erie	
Broome	Colesville	R. 7	Sanitaria Springs	D. & H	
Broome	Vestal	5215	West Vestal	D L. & W	
Cattaraugus	Salamanca	5265	Wildwood avenue	Erie	
Cattaraugus	Great Valley	5418		B. R. & P	
Cayuga	Locke	1016		N. Y C	
Chenango	Afton	5261	Afton, Afton Lake	D. & H	
Chenango	Bainbridge	R. 7	Bainbridge, west	D & H	
Chenango	Bainbridge	5013	Bainbridge, east	D. & H	
Chenango	North Norwich	5121	Galena	D L. & W & N.Y O. & W	
Columbia	Hillsdale	763	Martindale	N. Y C.	
Columbia	Hillsdale & Copake	762	Craryville	N Y. C	
Erie	Collins	1037	Gowanda Village	Erie	
Erie	Collins	525	Taylor's	Erie	
Genesee	Batavia	R. 6, S 6	Batavia	N Y. C	
Greene	New Baltimore	5370		West Shore	
Greene and Ulster	Catskill and Saugerties		Cementon	West Shore	
Jefferson	Rutland	5175	Black River	N Y C	
Jefferson	Wilna	5344	Carthage	N Y. C	
Jefferson	Rutland	5152	Felt's Mills	N. Y C	
Jefferson	Ellisburg	5269	Mannsville	N. Y. C	
Livingston	Nunda	R. 43		Penn	
Monroe	Riga	634	Churchville	N Y C	Finished.
Monroe	Webster	573	Forest Lawn	N Y C	Pending before Public Service Commission.
Monroe	Wheatland	5046	Garbutt's	B R & P	Finished.
Monroe	Wheatland	5279	Scottsville-Chili	B R & P	Pending before Public Service Commission.
Niagara	Lewiston	R 18	Lewiston Heights	N Y C	Under construction.
Oneida	Remsen	5346	Honnedaga	N Y. C	Tentative plans now being made.
Oneida	Remsen	5346	Remsen	N Y C	Tentative plans now being made.
Oneida	Trenton	5345	Prospect, north	N. Y C	Tentative plans now being made
Oneida	Trenton	5245	Prospect, south	N. Y. C	Tentative plans now being made.
Oneida	Sangerfield	840		D. L. & W	Finished
Onondaga	Camillus	5318		N. Y C	Under construction.
Onondaga	Salina & De Witt	672	Court street	N. Y. C	Ordered, but construction not started.
Onondaga	De Witt	896	Clark street	N. Y. C	Pending before Public Service Commission.

Progress of Grade Crossing Elimination — (Concluded).

COUNTY.	Town.	Highway number	Name of crossing.	Railroad.	Remarks.
Ontario	Farmington	637	Manchester	L. V	Finished.
Orange	Chester	5297	East Chester	L. & H. R. Ry	Pending before Public Service Commission.
Orange	Windsor & Cornwall	415	Moodna	N. Y., O. & W.	Finished
Orange	Mount Hope	313-a	Piersons	Erie	Finished
Orange	Tuxedo	416	Southfield	Erie	Finished
Otsego	Unadilla	5229	Wells Bridge	D. & H.	[illegible] eliminated by side line
Putnam	South East	909	Tilly Foster Mines	N. Y. C.	[illegible] not started.
Rockland	Clarkstown	396	Dyke's	Erie	
St. Lawrence	Morristown	969	Briar Hill	N. Y. C.	
St. Lawrence	Potsdam	R 30		N. Y. C.	[illegible] not started.
Schenectady	Glenville	5110	Wyatt's	B. & M.	
Schuyler	Reading	5334		N. Y. C.	[illegible]rvice Commission.
Steuben	Corning	850	Brown's	Erie	
Steuben	Erwin	5349		Erie & D. L. & W.	Pending before Public Service Commission.
Tioga	Barton	5168	Swartwood	Erie & L. V.	Under construction
Tioga	Owego	5215		D. L. & W.	Four crossings eliminated by two side lines.
Tioga	Tioga	5257		L. V.	Four crossings eliminated by two side lines.
Tompkins	Dryden	5225	Varna	L. V.	Finished
Ulster	Kingston	5173	Stony Hollow	U. & D.	Finished
Westchester	North Salem	1015	Croton Falls	N. Y. C.	Ordered, but construction not started
Wyoming	Gainesville	5400		Erie	Pending before Public Service Commission.

Waterbound Macadam Road, Near Village of Mendon, Monroe County, Division No. 7

BUREAU OF CLAIMS.

Report of the duties performed by the Claim Agent during 1913 with amounts paid for lands acquired:

Grade Crossings.

Swartwood grade crossing, three parcels of land, including damages	$775 00
Bainbridge grade crossing, three parcels of land, including damages	585 00
Lawton-Taylor Glen grade crossing, three parcels of land, including damages	200 00
Gowanda Village grade crossing, three parcels of land, including damages	325 00
Moodna grade crossing, three parcels of land, including damages	1,148 00
Lewiston Heights grade crossing, four parcels of land, including damages	1,370 00
Tilly Foster Mines grade crossing, four parcels of land, including damages and temporary road	550 00
Dykes grade crossing, six parcels of land, including damages, temporary road and privilege for dumping excavated material	3,801 00
Sangerfield grade crossing, no land purchased but nine claims for damages were settled	425 00
Morristown-Hammond Pt. 1, grade crossing, releases secured by agreeing to remove school house (a small frame building) to new location.	
Slingerland grade crossing, six parcels of land including damages	5,175 00
Right-of-way for drainage by tile pipe line	200 00
After the work had been commenced on this elimination it was decided by the engineer that the land acquired was not sufficient and a second survey was made and additional land purchased.	
Framington grade crossing four parcels of land including damages	1,281 00

It was necessary for court proceedings in this case to appoint a commissioner for Harriet Brewster, a property owner and an incompetent person, and owing to an error made in the survey it was necessary that these proceedings be instituted a second time.

Forest Lawn grade crossing, two parcels of land, including damages $440 00

We were compelled to institute condemnation proceedings to acquire the property of Maud L. Kuhn and George M. Glasser, and after the court made their award and the owners were entitled to their money, the Public Service Commission ordered a rehearing and decided to change the route — this after the Highway Commission was obligated to pay 4,894 39

We were then instructed by the Commissioner to call on the property owners and obtain, if possible, their agreement to have the judgment nullified and lands released, which we did with the following result:

We had agreed to pay for land to

Julia A. Pierce 40 00
(She agrees to settle for nothing.)

John P. Kislingbury 400 00
(He agrees to settle for attorney's fees, etc., $100.)

There was allowed by the Condemnation Commissioner for Maud L. Kuhn, land damages 1,900 00
(She will settle for attorney's fees, costs and disbursements, $177.34.)

George M. Glasser, land damages..... 1,500 00
(He will settle for attorney's fees, $147.84, or in other words Julia A. Pierce, John P. Kislingbury, Maud L. Kuhn and George M. Glasser agree to settle their claims of $3,840 for $425.16.)

We have assisted, in various ways, in the preliminary work of the following grade crossings where there was no land purchased or damages to settle: Pierson grade crossing, Brown grade crossing, North Norwich grade crossing, Camillus grade crossing, Clayton-Alexandria Bay grade crossing.

CLAIMS FOR DAMAGES.

We have handled 114 claims for damages by drainage on property; 91 were settled for amounts ranging from $1 to $200, 23 were disallowed, 28 claims for land damages on highways, 12 claims were referred to the Board of Supervisors of the county whercin the road was situated for payment, 16 after investigation were disallowed.

There is pending before the Board of Claims at the present time the following damage claims for which we secured the necessary evidence and for which we hope to successfully contest the suits:

Accident Highway No. 429, Blaisdell.....	$900 00
Accident Highway No. 429, Blaisdell.....	1,000 00
Accident Highway No. 264, Susie Lipsett	5,000 00
Wm. S. Lipsett	5,000 00
East Auroro Auto Car Co.....	320 00
Dethloff E. Klein	1,663 50
Frank A. James	2,338 15
Claim for damage by drainage on property, Highway No. 5014, John A. Collier.....	800 00

DIVISION NO. 1.

ABSTRACT OF DIVISION ENGINEER'S REPORT.

Owing to the proximity of the southern portion of this division to New York City, it has been necessary to construct more pavement of a permanent type than in other divisions. Roads in the division have been built of bituminous macadam, penetration method, but in Westchester county, particularly, permanent types consisting of asphalt block, brick, bitulithic, Hassam concrete and

plain concrete have been laid. Owing to the heavy traffic it will be necessary to lay an increasing mileage of these permanent types. For these permanent roads the two principal types to be built during the coming season are the plain concrete road, where grades will permit, and brick laid on concrete base where the grades will not permit of a smooth surface. These two types are being varied with asphalt block or bituminous concrete on cement concrete base through residential sections where a quieter and less dusty pavement is desirable.

Brick pavement on concrete base is, without doubt, the cheapest road under very heavy traffic, when first cost, maintenance and length of life are taken into consideration. Where traffic is medium, and consists mostly of automobiles, concrete roads, built under our new specifications (1:1½:3 mix.), will last for five years or more without re-surfacing, and when the top is worn a first class foundation will still remain.

On the Boston Post road, on which traffic frequently is in excess of 1,000 vehicles an hour, stretches of 2 inch asphalt block on old macadam foundation and of asphalt block, bitulithic pavements and brick on a concrete foundation have been laid. During the coming season a section of Topeka, on a concrete foundation, will be laid adjoining the other stretches. A traffic census will be kept over this stretch.

The most difficult problem in road construction in this section at the present time, is the construction of roads on heavy grades which will stand the automobile traffic and still have such a surface that the horse drawn vehicles can use it in wet and cold weather. A careful study is being made of this, but up to the present time the Hillside brick is the only type which has proved suitable.

DIVISION NO. 2.

ABSTRACT OF DIVISION ENGINEER'S REPORT.

This division, which is approximately 42 miles wide and 175 miles long, includes widely different ranges of territory from the low lying lands at tide water south of Albany, through the

Bituminous Top, Sub-base Road (Unfinished), in Town of Howard, Steuben County, Division No. 8.

mountainous regions of Warren and Essex, high flat lands bordering on the Canadian boundary.

In the southern section are abundant transportation facilities; in the middle and northern sections there are almost none. The scenic beauty of the Adirondack regions draws a large summer population and a consequent heavy pleasure traffic in automobiles, and to the latter may be added many automobile bus lines which impose hard wear upon the highways.

In the southern half of the division are unlimited quantities of suitable rock for road building, but not of a hard enough character for surfaces. Some stone must be imported.

The roads connecting Albany, Troy and Schenectady and radiating from these cities were among the first constructed in the State, and owing to the lack of proper maintenance they are practically worn out. Much work must be done in the capital district in the reconstruction of these old roads with permanent types of construction that will withstand the heavy traffic.

The types of road in this division have been nearly equally divided between bituminous and waterbound macadams with a small mileage of brick pavements and about 30 miles of gravel road construction. About 35 miles of concrete roads built under the old specifications have proved unsatisfactory, some of which have failed altogether.

The new specifications should spell success in concrete construction, and owing to the generally heavy traffic in the southern half of the division the number of roads of permanent types should be increased in order that the maintenance account may not become too heavy a burden on the State.

DIVISION NO. 3.

ABSTRACT OF DIVISION ENGINEER'S REPORT.

This division possesses many interesting though often perplexing problems to the road builder. The soil varies from heavy clay to deep shifting sand which makes the item of foundation one of primary importance. In some sections the country is flat, presenting difficult problems of drainage, in other sections steep grades are encountered.

Previous to 1912 there were few continuous improved roads, but with the passage of laws relative to expedited routes continuous roads were made possible. In general the funds appropriated were inadequate to secure permanent construction, and some roads failed because of the increase from ordinary farm traffic to heavier loads and swifter moving vehicles.

The character of stone is variable in quality and no standard type of road could be adopted for the whole division. Many waterbound roads were built strengthened by the use of glutrin, not as a surface treatment but rather as a binder which on the whole has proved to be beneficial but the permanency of which is not yet proven; the use of hot oil over glutrin has not been a success.

Concrete roads under the old specifications have not proved strong enough to resist frost action, but it is believed that concrete under the new specifications will be permanent.

The principal effort in 1913 was directed to the completion of expedited routes and to constructing connecting links in the county systems with the completion of which the attractive St. Lawrence river region with its summer resorts is made more accessible.

DIVISION NO. 4.

ABSTRACT OF DIVISION ENGINEER'S REPORT.

The territory included in Division No. 4 varies from flat sandy plains to hilly and mountainous regions, frequented by travelers, as are the Berkshires and White Mountain regions. With such wide variations in topography we have variable qualities of available materials for road building.

The main lines of roads connecting the principal cities, which are mostly located in the Mohawk valley, have been nearly completed. The problems of construction in this division are those incident to the construction of the feeders or market roads in the valley and the mountain roads in the northern part of the division. On the trunk lines, very heavy types of construction are called for; and on the roads to and through the mountains, so much used by tourists, substantial construction to meet the demands of heavy automobile traffic is called for.

In this division, on account of suitable available materials and a very uniform traffic, waterbound roads with oil treatment have generally proved most satisfactory. The use of glutrin on waterbound roads appears to have been beneficial. When oil has been applied shortly after the application of glutrin, it has not adhered. The glutrin appears to be most satisfactory when followed by an oil treatment a year later.

The only exception has been on the trunk lines where the heavier types of bituminous macadam have been necessary, supplemented by re-enforced brick pavements through villages and cities.

DIVISION NO. 5.

ABSTRACT OF DIVISION ENGINEER'S REPORT.

In the southwestern part of this division, physical conditions are similar to those of the eighth division where there is little local stone suitable for road construction. The best of it may be used for bottom and sub-bottom courses, but imported stone tops are necessary.

In the northeastern section are located desirable limestones, especially in Schoharie, where excellent waterbound roads have been constructed. This limestone is also suitable for concrete roads where a more permanent type of construction is desirable.

In the southeastern portion of the division are found fair sandstones which are serviceable when bound with bituminous material. The sands and gravels of Broome and Chenango counties range from fair to poor and are not desirable. The fair material has been successfully used for concrete in sub-structures.

Laboratory tests of materials from this division are most important, but the exacting requirements, which are readily met in other divisions, must be tempered as to our available local materials if roads are to be built at a reasonable first cost. Deeper foundations and better drainage with the use of local materials will meet the demands of traffic without recourse — except in special cases — to the use of expensive imported stone.

More intimate co-operation between this division office and the laboratory, it is believed, will result in a better understanding that will insure more acceptable roads.

DIVISION NO. 6.

ABSTRACT OF DIVISION ENGINEER'S REPORT.

Soil drainage and conditions of topography in this division present a great variety of problems in highway construction. Ontario, Yates, Wayne and Seneca counties have heavy clay subgrades, necessitating expensive surfaces and subdrainage work.

In Onondaga and Oswego counties, the hills and rolling country present more favorable conditions but with still much trouble of subsoils which vary from muck, clay and gravel to fine silt.

Generally the division abounds in deposits of excellent sands, gravel and stone for road metal, resulting in a comparatively low cost per mile of construction.

In the records of this division are many valuable traffic censuses which have been most helpful in guiding the engineers in designing pavements.

This division contains approximately 150 miles of concrete roads besides a large mileage of both waterbound and bituminous macadam, and contrary to the general understanding, these concrete roads, although built with lean mixtures, are fairly good roads. A considerable part of this mileage is of concrete laid by the Hassam method.

During 1912 and 1913 there was constructed in this division about 350 miles of improved highways at an average cost of approximately $11,000 per mile.

DIVISION NO. 7.

ABSTRACT OF DIVISION ENGINEER'S REPORT.

In the six counties composing this division, there was under construction in the spring of 1913, 93 miles of road of which only two contracts remained unfinished at the end of the year.

The prevailing types of construction were bituminous macadam and concrete, the latter type owing to the open specification permitting the use of pit run of gravel and small percentage of cement, is not likely to prove very durable. While concrete roads, built under this old specification, have proven unsatisfactory, concrete roads, as such, should not be condemned; for with a more careful selection of material abundant in this division with a

Brick Pavement, Lockport Toward Olcott, Niagara County, Division No. 9.

larger proportion of cement, it is quite certain that very durable roads can be constructed. The thin bituminous coatings, which have proved utterly inadequate, may be omitted, as with better concrete an adequate wearing surface would be secured of a character that would not be slippery on low grades.

Bituminous macadams laid in this division have proved generally very satisfactory and hand pouring of bituminous binder has been generally successful. The necessity for more simple construction of the roads bearing the lesser traffic, is one of the insistent problems of this division. Roads with gravel base and surface of gravel or stone 10′ in width with 3″ of stone for a width of 3′ on each shoulder, is suggested. It is believed that many towns in this division, rather than have their road construction postponed indefinitely, will bid on this class of road at approximately actual cost. This will result in greatly lowering the cost of construction per mile and will, therefore, permit of the building of a greater mileage.

The asphaltic concrete roads of Monroe county have proven to be very good roads, but of an expensive type. The high cost of brick pavements is a factor that acts against their general construction and it is suggested that in some cases under certain favorable conditions, it may be possible in this division to lessen the cost of brick pavements by placing brick surfaces on old macadam foundations, omitting the usual concrete.

DIVISION NO. 8.

ABSTRACT OF DIVISION ENGINEER'S REPORT.

Some of the peculiar characteristics of this division are narrow valleys where roads are to be constructed on side hills with heavy grades. The soils encountered are variable and generally unstable with clay, silt and shale, necessitating flat slopes, many retaining walls and much guard railing. Drainage problems are frequent and difficult owing to the rapid run-off in the deforested hill country.

The local stone consists mainly of Chemung sandstone, Ithaca shale and sand gravel of generally poor quality unsuitable for concrete roads or for macadam surfaces. The local stone can be used for sub-bottom and bottom courses, but only in rare instances

is it suitable for top and then only with a very heavy bituminous binder. It may be used in concrete foundations for sub-structures.

In localities where traffic is heavy, roads now being planned are designed with heavy foundations of local stone and tops of imported limestone or trap rock with the possibility of using slag from iron furnaces if the experimental roads where its use is contemplated justify our expectations.

There are several points in this division where excellent deposits of clay and shale are found which suggests the possibility of the establishment of a State plant for the manufacture of paving brick. An excellent location for such a plant is near the Elmira Reformatory where convicts might be employed in the making of brick for the building of State roads.

DIVISION NO. 9.

ABSTRACT OF DIVISION ENGINEER'S REPORT.

Division No. 9, made up of Niagara, Erie, Chautauqua and Cattaragus counties, presents an unusual variety of topography and physical conditions, and contains the largest city in the State outside of New York city. Traffic conditions are, therefore, more severe on the highways entering the city of Buffalo than in any other part of the State, excepting the counties immediately to the north of New York.

Erie county excepting in the southern towns, is very flat and has generally a heavy clay soil. As a natural result of the conditions noted, brick pavements have largely prevailed in the improvement of the principal thoroughfares in the northern part of the division — that is in Erie and Niagara counties — and probably nothing less than brick would withstand the traffic.

By reason of the large proportion of the highway funds to which Niagara and Erie counties are entitled, it has been possible to lay these permanent highways. There is an abundance of hard limestone suitable for macadam roads, and gravel of a superior quality for concrete structures is available, dredged from the Niagara river. At the iron furnaces may be secured slag, which it is believed may be used to great advantage in sections not too

far remote from the supply. This material has been found to be desirable for both waterbound and bituminous macadam as well as for the stone aggregate of concrete.

Chautauqua and Cattaraugus counties differ largely in their characteristics from the two northern counties — Chautauqua hilly and Cattaraugus mountainous, especially in the southern portion. Chautauqua is lacking in both desirable stone and gravel suitable for road material. Cattaraugus is even worse off as regards material for building of good roads.

On the principal thoroughfares of these two southern counties, brick and other imported material will have to be used, and it is hoped that the results from the use of iron slag on the experimental roads soon to be constructed will show this material to be available for construction of highways in these two counties where funds are very limited.

Respectfully submitted,

GEORGE A. RICKER.

REPORT OF THE SECOND DEPUTY COMMISSIONER IN CHARGE OF MAINTENANCE AND REPAIR.

MARCH 13, 1914.

HON. JOHN N. CARLISLE, *Commissioner of Highways.*

DEAR SIR.— I have the honor to submit the following report of the work of maintenance and repair from January 1, 1913, to December 31, 1913. The appended table, marked 11 gives a complete statement of the receipts and expenditures for this work.

On July 7, 1913, when I assumed charge of this department, there had been completed 3,900 miles of highways, of which there were 75 miles brick, 1,760 miles bituminous macadam, 1,920 miles waterbound macadam, 115 miles gravel and 30 miles concrete. The maintenance and repair of all these roads came under the direction of this department. During 1913 there have been completed and accepted 900 miles, so at present there are 4,800 miles to be maintained and repaired. Many of these roads were built from six to fifteen years ago, before the period when the State assumed the obligation of making repairs, and during their early life, although they were assumed to be repaired by town officials, yet in many instances were largely neglected.

The first systematic work of repair and maintenance was inaugurated in April 1909, and the appropriations since that time have included very large amounts for rebuilding the roads constructed before that time which have been allowed to deteriorate by reason of the lack of attention by the town officials.

In April, 1909, there were three methods adopted for the completed State and county highways:

1st, the major repairs were awarded by contract, after receiving competitive bids.

2d, the minor repairs were made by the payroll system and in charge of county superintendents of highways in the various counties.

3d, the ordinary repairs were made by patrolmen who cared for sections approximately seven to eight miles long. This same system was continued in 1910, with the exception that the length

Mixed Bituminous Top, Repair Contract, East Avenue, Near Rochester, Monroe County, Division No. 7.

of the patrols were shortened. Particular care was used in selecting the patrolmen and they were appointed only after consultation with the highway officials of the several towns and counties. In passing, attention might be called to the fact that the work which was done by the patrolmen in those years is generally conceded to have been much more satisfactory than the work in subsequent years, and wherever the patrol system is adopted this manner of selection should be used as being more economical and productive of better results. Every effort should be made to retain such patrolmen in office, as their opportunities for good work increase materially with the added experience which comes from long tenure in office. A great part of the discredit attached to the patrol system is due to the appointments being made for political consideration alone.

In 1911 and 1912, the repairs and maintenance were done in three ways:

1st, the large work was awarded by contract, but without advertising for bids and without much competition.

2d, the minor repairs were done, not by the county superintendents of highways, but were given to private individuals by contract, without advertising. (This method of minor repairs was adopted, to a limited extent, also in 1910.)

3d, the patrol system, which in many cases consisted of an entirely new set of patrolmen.

In 1913, owing to a change in the highway law and through rediviđing the State into additional divisions, and the various investigations being carried on, the work of maintenance was largely hampered and delayed, and the plan in force was a continuation of the previous methods, except that the contracts were all advertised and sufficient opportunity was given for a keen competition. The number of patrolmen was materially reduced, as the experience in the past showed that many roads might be maintained cheaper and more effectively by some other method. The major repairs should be let out, as at present, by contract, after advertising and with every opportunity for keen competition; that the remaining minor and ordinary repairs should be done in part by the gang system and in part by the patrol system; that on the main thoroughfares leading out of the larger cities, where the travel is concentrated and where the roads accommodate

the greatest number of people and carry the largest tonnage, that there must be a continuous patrol, as well as repairs by gangs. It is believed that a single gang, properly equipped with a motor truck and the necessary appliances can keep in repair 150 miles of highways, if such highways are connected or if they radiate from some central station. It is believed that approximately three-fourths of the improved highways of the State can be repaired exclusively by the gang system as outlined above, but upon the remaining one-fourth there should be the patrol system. It is also believed that there should be no patrol system on brick or block pavements. This will largely decrease the number of patrolmen and greatly reduce the cost of road maintenance.

In the past, the fact has largely been overlooked that the value of patrolmen greatly increases during the wet season of the spring and fall, as at that time there is the greatest opportunity for effective work under this system, and it is respectfully urged that the patrolmen be appointed before the maintenance season begins and the lists furnished to the division engineers so that the men in charge of maintenance in the several counties can call upon the patrolmen at the earliest possible date in the spring without the delays which have been so expensive in the past, attention being again directed to the co-operation between the department and the county and town officials in the preparation of the list of patrolmen.

Much money has been wasted in the past by reason of oiling the roads during the late summer and fall. Every road should be oiled before the first of July and preferably before the first of June. Nearly all of the work of maintenance and repairs is a matter of detail which must be determined on the road rather than at division or State headquarters, and for that reason it is especially important that the men in charge of maintenance in the several divisions should be most carefully selected and that they should be instructed to confer and consult, as far as practicable, with the county and town officials, with a view of utilizing local labor and materials and benefiting by local experience to the greatest possible extent.

Throughout the country there is a large and growing sentiment for municipal plants for State and county road repairs. It is believed that this sentiment is based on sound premises, and rea-

soning along similar lines it is thought that the Highway Commission should organize its own force for oiling the roads, as it can be done more effectively and economically in this manner and will result in saving the contractor's profits, as well as absolutely controlling the time, methods and materials employed.

There has been much criticism regarding the large amounts which it has been necessary to appropriate for road maintenance and repair, and it is suggested that there be a division of these appropriations so that the public may readily determine how much is expended for resurfacing and how much for ordinary repairs. It is, however, believed that both of these amounts can be very considerably reduced, and that there should be no excuse for resurfacing the roads every few years, and that with the proper type of surfacing, appropriate to the traffic and location, that the annual expenditure for such resurfacing should be less than one-half of what it has been for the last two or three years, owing, partly, to the neglect of the highways before the creating of the State maintenance department, and partly, to the selection of the wrong type of surfacing and in some cases to inferior work. With State division organizations for oiling, and a large reduction in the number of patrolmen and with properly equipped gangs, it is believed that the work of ordinary repairs and maintenance will be reduced at least one-half. While the present organization places the work of repairs under the division engineers, and it is likely that this is the best system, yet it is believed that if extreme care is given to the selection of the subordinate officials in charge of maintenance, that the utmost latitude should be given them in working out the details of the work in the section under their charge, and that the division engineers' control should be only of an executive nature.

There have been many suggestions regarding utilizing a part of the second $50,000,000 for the work of repair and maintenance, on the theory that this could legally be done. It is desired to call attention, not to the legal feature, but to the fact that it is an unwise fiscal policy to use money from bond issues for renewal or repairs, and that these should properly come, as at present, from annual appropriations.

Respectfully submitted,

PAUL SCHULTZE.

MAINTENANCE AND REPAIRS—SUMMARY FOR 1913.

COUNTY.	Improvements.
Albany county	$48 60
Allegany county	26 00
Broome county	67 97
Cattaraugus county	26 66
Cayuga county	8 25
Chautauqua county	147 00
Chemung county	17 10
Chenango county	254 25
Clinton county	42 87
Columbia county	400 55
Cortland county	
Delaware county	48 06
Dutchess county	153 10
Erie county	309 68
Essex county	45 79
Franklin county	
Fulton county	258 00
Genesee county	17 70
Greene county	
Hamilton county	
Herkimer county	641 63
Jefferson county	1 82
Lewis county	17 25
Livingston county	
Madison county	
Monroe county	63 57
Montgomery county	136 03
Nassau county	
Niagara county	25 50
Oneida county	87 82
Onondaga county	
Ontario county	134 67
Orange county	
Orleans county	27 81
Oswego county	179 88

Otsego county	41 88	11,439 82	2,534 60	2,797 15	1,771 73	140 00	.....
Putnam county	.....	6,765 35	2,222 95	1,074 25	1,043 22	.....	.....
Rensselaer county	599 51	16,783 34	6,080 40	4,186 50	8,551 18	1,534 00	.....
Rockland county	42 87	16,765 62	3,804 62	1,196 00	8,220 07	130 00	.....
St. Lawrence county	.....	26,069 11	2,267 48	956 20	5,881 30	.....	.....
Saratoga county	35 00	15,772 43	3,121 66	2,062 34	1,947 37	661 97	.....
Schenectady county	33 00	32,727 36	5,477 48	1,278 10	1,100 77	32 00	.....
Schoharie county	.....	.....	485 51	65 00	.....	377 50	.....
Schuyler county	.....	.....	50 00	114 00	68 39	.....	.....
Seneca county	.....	8,514 39	79 45	244 50	193 07	30 00	.....
Steuben county	560 26	.....	1,247 79	1,407 66	2,933 56	407 72	.....
Suffolk county	.....	21,845 83	4,846 90	513 31	2,359 62	.....	.....
Sullivan county	75 06	6,379 76	2,227 19	828 50	7,326 00	108 00	.....
Tioga county	16 92	5,963 75	767 01	429 30	203 50	58 10	.....
Tompkins county	.....	.....	539 28	2,672 33	2,101 98	135 00	.....
Ulster county	1,206 94	19,784 71	3,530 96	4,739 95	4,703 41	2 70	.....
Warren county	38 05	12,073 80	691 64	461 00	1,037 92	243 40	.....
Washington county	16 87	15,952 80	2,036 45	340 75	301 82	.....	.....
Wayne county	32 25	.....	1,532 90	.....	2,785 19	78 65	.....
Westchester county	131 10	1,734 64	8,095 72	7,633 35	13,782 76	14 00	.....
Wyoming county	.....	.....	1,073 44	537 84	513 63	.....	.....
Yates county	4 85	.....	3 00	.....	.....	.....	.....
Total	$6,022 12	$717,997 13	$146,401 85	$104,509 86	$168,078 80	$14,983 07	$160 00

MAINTENANCE AND REPAIRS—SUMMARY FOR 1913—(*Concluded*).

COUNTY.	OIL.			Guard rail.	Concrete.	Tools and plant.	Patrol.	Extraordinary repairs.	Miscellaneous.	Total.
	Oil.	Sweeping, applying and covering oil	Material for covering							
Albany county	$3,605 46	$96 14	.....	$992 00	$28 00	$2,095 09	$13,640 50	.....	$338 60	$101,958 25
Allegany county	76 42	.....	.....	.....	.....	9 00	1,718 00	.....	.....	3,951 90
Broome county	4,119 72	.....	$103 50	8 00	.....	152 41	8,532 55	.....	.....	42,664 02
Cattaraugus county	1,439 32	54 00	.....	276 10	.....	134 80	1,921 50	.....	.....	8,182 45
Cayuga county	491 70	.....	248 01	4 03	.....	608 19	4,169 00	.....	306 25	25,863 76
Chautauqua county	80 79	.....	.....	.....	.....	111 00	1,781 50	.....	.....	4,219 28
Chemung county	419 49	.....	.....	.....	.....	37 17	3,936 00	.....	.....	15,036 01
Chenango county	1,855 71	.....	.....	1,141 62	437 05	302 51	6,723 50	$59 00	.....	38,891 43
Clinton county	4,718 06	.....	.....	10 72	3 50	45 36	6,137 00	.....	.....	21,684 72
Columbia county	1,936 85	.....	.....	.....	.....	253 92	4,994 15	.....	.....	18,063 55
Cortland county	1,196 66	10 00	676 50	58 72	.....	437 74	4,231 00	.....	569 10	14,724 16
Delaware county	328 16	.....	.....	.....	9 03	8 40	3,465 00	1 87	10 00	17,490 68
Dutchess county	4,537 12	.....	.....	6 00	.....	340 00	11,034 88	.....	.....	33,488 94
Erie county	2,483 33	518 75	.....	843 83	235 72	800 33	12,001 60	.....	261 46	73,507 41
Essex county	549 35	9 00	.....	135 52	.....	245 00	4,511 25	.....	40	34,504 16
Franklin county	4,907 52	1,234 77	3,780 02	.....	.....	618 77	3,236 50	.....	.....	15,572 28
Fulton county	345 57	.....	.....	10 83	.....	205 00	4,509 35	.....	35	30,631 23
Genesee county	481 86	667 25	709 42	.....	1 50	226 45	2,943 00	.....	36 00	8,600 23
Greene county	104 06	8 00	6 00	147 00	188 95	189 68	3 026 00	.....	.....	7,602 21
Hamilton county	.....	.....	.....	.....	.....	.....	1,824 80	12 00	.....	6,782 49
Herkimer county	4,313 66	32 00	1,536 95	.....	.....	415 55	7,285 63	12 10	25	56,022 08
Jefferson county	18,604 89	5,828 00	6,915 45	9 00	203 50	1,600 70	10,086 51	.....	85	125,873 24
Lewis county	.....	.....	.....	.....	.....	193 00	1,299 00	.....	.....	2,005 10
Livingston county	8,064 45	.....	107 87	.....	.....	553 54	3,653 00	.....	.....	22,504 95
Madison county	368 33	56 50	100 00	553 00	44 94	154 79	2,807 00	.....	.....	6,515 69
Monroe county	34,769 48	1,985 40	500 64	3,688 81	253 54	1,578 66	15,713 17	827 47	599 00	157,037 65
Montgomery county	5,078 20	.....	.....	.....	.....	681 14	8,263 00	24 00	.....	56,344 99
Nassau county	6,316 73	.....	.....	.....	.....	5 00	7,974 50	.....	.....	17,571 32
Niagara county	1,684 55	150 71	.....	433 20	17 61	629 41	5,543 00	125 80	.....	18,227 17
Oneida county	17,273 73	.....	200 46	.....	31 32	1,183 00	8,423 80	.....	40	46,850 55
Onondaga county	2,523 45	2,086 50	3,234 12	19 02	209 19	819 06	8,291 00	.....	.....	41,649 92
Ontario county	1,048 04	174 50	.....	.....	.....	806 06	7,044 50	47 01	.....	28,858 36
Orange county	11,038 24	2,469 70	1,233 50	.....	6 00	787 66	14,789 96	55 67	3,282 57	80,214 53
Orleans county	502 27	242 00	.....	497 55	.....	273 00	5,125 00	.....	.....	11,539 88

The First Town Macadam Road. Built by the Town of Canandaigua, Ontario County in 1895.

Oswego county	8,848 87		1,282 62			502 64	4,782 00			24,248 34
Otsego county	2,962 65		595 00	3 02		349 00	7,270 80		299 25	30,204 96
Putnam county	2,708 28					200 00	3,702 80			17,716 94
Rensselaer county	9,020 22	1,974 50	3,040 38	18 35	68 65	1,814 75	14,157 12		2 05	68,430 95
Rockland county	4,933 03	779 25	565 00	190 00		329 83	4,127 50	13 80		36,103 59
St. Lawrence county	7,813 55	1,191 55	4,511 62	47	1 10	873 23	6,941 41		4 35	56,511 37
Saratoga county	1,372 13					104 44	8,830 50			33,907 84
Schenectady county	1,037 79	333 07	90 15	137 35	254 50	221 75	6,486 00			49,299 32
Schoharie county						105 50	1,020 00			2,053 51
Schuyler county	52 96						421 00			706 35
Seneca county	1,702 66					102 10	2,388 00			13,254 17
Steuben county	3,139 81	35 00		3 44	32 00	314 48	6,012 10			16,143 82
Suffolk county	4,922 59	2,218 31	341 25			1,655 67	7,961 63			46,965 11
Sullivan county	602 73					348 33	3,383 00			21,278 57
Tioga county	96 44					37 14	1,449 85			9,022 01
Tompkins county	423 31	104 25	1,735 40	49 70	10 03	232 21	4,857 00			12,860 49
Ulster county	9,669 54	787 17	5,859 68	28 98		871 01	14,741 50	72 00	201 98	66,200 53
Warren county	526 74			1,072 47		4 34	5,966 00		34 80	22,150 16
Washington county	5,704 55		172 70			215 76	3,421 00			28,162 70
Wayne county	7 40	1,524 00	1,556 00			131 61	2,745 00			10,393 00
Westchester county	15,593 52	1,714 24	4,298 74	3,654 22		940 56	16,540 75	7 49	1 60	74,142 69
Wyoming county	701 92					132 40	2,564 00			5,523 26
Yates county				33		85	467 50		2 65	479 18
Total	$227,153 86	$26,584 56	$43,400 98	$13,993 28	$2,036 13	$25,989 08	$340,872 61	$1,258 21	$5,951 91	$1,840,393 45

REPORT OF THE THIRD DEPUTY COMMISSIONER IN CHARGE OF THE TOWN HIGHWAY BUREAU.

Hon. John N. Carlisle, *State Highway Commissioner, Albany, N. Y.*

Sir.— I have the honor to submit herewith the annual report of the Bureau of Town Highways for the fiscal year ending October 31st, 1913.

During the past year satisfactory progress is shown along the lines of general improvement and in permanent improvements more has been accomplished than in any single previous year. More miles of macadam and gravel roads being built, more concrete bridges constructed and more permanent culverts installed.

In addition to the usual amount of care given to earth roads previously shaped, crowned and standardized as to width, so much has been done in extending this class, that at this time there remains a very small percentage of the town highway mileage that has not been properly widened, shaped and crowned. The immense increase in the volume of automobile traffic has added very greatly to the problems and difficulties of the town superintendents. Owners of these vehicles are quick to take advantage of the opportunities offered by the improvement to roads of minor importance, and they are now to be found in greater numbers on practically every mile of the town highways. Considering the destructive effect of these vehicles on an earth road, especially in wet times, and considering also that the town superintendents have available on an average, only a little over $50 per mile for the repair and maintenance of the town highways, the accomplishments as a whole, seem to be very creditable.

A large amount of work has been done in the way of widening dangerously narrow roads, straightening sharp curves and reducing steep grades, involving a large amount of blasting and removal of rock, the necessary drilling therefor being almost entirely done by steam drills. The use of steam drills in rock removal is a feature which the town superintendents, upon recommendation of representatives of this department have taken up very rapidly

during the past two years, and the good effects of the plan are observable wherever rock is found.

In addition to this there was constructed by the towns 463.2 miles of macadam highways, and 365¾ miles of gravel. In the mileage of gravel only those roads being included in which the entire body of the road was constructed of gravel, no gravel surfacing being considered.

The general character of town macadam highways built during the year show marked improvement over those of previous years; more attention than ever being given to alignment, grading, finishing, and all the little details which contribute so much toward making a properly finished job. The excellent character and low cost of the work accomplished this year show more clearly than ever before, that if some plan could be devised whereby the funds available for this class of town highway improvement could be increased, a system of improved town highways could rapidly be developed which would be of very great benefit to the communities where located, and which would also form a very valuable auxiliary to the State and county system now being constructed and thereby making those systems of vastly greater value to the commonwealth as a whole.

Excellent progress is shown in the construction of concrete culverts and bridges. In several towns the work of installing permanent culverts is finished, and culvert expenses hereafter eliminated in those towns except as later improvements may call for one occasionally in a new location.

Nine hundred and sixty-eight concrete bridges were built by the town superintendents, a very substantial increase over previous years. In several counties the items of steel necessary for the proposed work during the last year are assembled in one bill of material by the county superintendents and submitted to manufacturers or jobbers for bids. In this way a very low price for steel is secured and prompt delivery assured.

By referring to the statement of highway tax and State aid, given herewith, it will be noticed that the amount of tax and amount of State aid shows a marked increase over previous years. This increase has been steady from year to year and shows remarkable uniformity. This fact is one of the strongest proofs of the

success of the town highway system which can possibly be had. The determination of the amount of highway tax annually raised is a matter of which the people — the taxpayers — have very close control, and the fact that the taxpayers annually authorize an increased amount of local taxation for highway purposes is proof conclusive that the taxpayers generally are satisfied with the system.

One of the duties of the district supervisors of this bureau is to make annually an audit of the highway moneys of each town in his district. The audits for the year 1913 shows less discrepancies and errors in the accounts of the supervisors in the different towns than ever before. A closer adherence to the methods recommended by the State Highway Department is found and the general character of the records regarding the disbursements and accounting for the various highway funds is correspondingly more clear and business like.

In several towns in the State during the year, several supervisors have become involved in financial difficulties; some of them to a very large amount, but so closely have the town highway funds been guarded that not a penny of these moneys have been lost.

The following table shows the receipts for highway, bridge, machinery and miscellaneous purposes for the fiscal year:

Highway tax	$3,255,037 14
State aid	1,719,870 61
Balance from 1912	604,309 51
Bridge tax	1,398,908 00
Machinery tax	333,333 14
Miscellaneous	534,416 86
Total	$7,845.875 26

ALBANY COUNTY.

During the year there were constructed in this county 8¾ miles of town macadam and 9½ miles of gravel roads. One hundred and twenty-four cast iron culverts were put in, but no concrete culverts, nor were any concrete bridges constructed by the town superintendents. There are 1.098 miles of highway in the

Oldest Town Macadam. Another Section of the Road Shown on Page 94

county, approximately 975 of which belong in the town highway system. The work as a whole during the current year has shown a very marked improvement over that of any previous year. It is to be regretted that a more progressive spirit is not shown in the way of construction of concrete culverts and bridges by the town superintendents, and it is possible that more of them can be induced to take hold of this work the coming year and make the increase in improvement over any previous year still more marked than that shown by the year just closed.

ALLEGANY COUNTY.

This county has a total of 1,875 miles of highways, and with the close of work for the current year practically the entire mileage of earth roads of the county is standardized. The average quality of earth road work in this county is very high, being excelled by none in the State. This condition has been brought about by a constantly growing carefulness in attention to details and a continual surveillance during the season of each road, and giving prompt attention to such minor repairs as are needed immediately upon the necessity therefor becoming apparent. Little has as yet been done in the way of construction of stone or gravel roads, the idea being to get practically the entire mileage standardized before beginning any extensive construction of either macadam or gravel. Two miles of excellent macadam were built during the year, and ten miles of gravel. There were also built 253 concrete culverts and 443 of cast iron; 38 reinforced concrete bridges were built by the town superintendents, and the high grade of work of this character which has been mentioned in previous reports was fully maintained during the current year.

BROOME COUNTY.

Of the 1,437 miles of town highways in this county 1,319 have been standardized as to width, shaped, and crowned. The fact that so many of the towns own either traction engines or rollers has contributed in no small degree to this result, and the use of these machines for hauling purposes has proven an unqualified success in this county. Nearly all of these are now paid for, and of those on which payments remain to be made comparatively

small amounts are due, so that in the near future these towns will have power for merely the operating expenses thereof. Rapid advancement has been made in bridge work, all tending toward permanent structures of first class character. The new work has nearly all have been done by the town superintendents, very much more of this than in any former year being done by these men, and a correspondingly less amount contracted for. Seventy-four concrete or stone masonry culverts were built, also 358 of cast iron. Sixteen reinforced concrete bridges were built by the town superintendents, the cost in each instance being very much less than that for which the same work could have been done in any other manner, the result in saving to the county running into large figures.

CATTARAUGUS COUNTY.

There was raised by tax in this county for highways $48,876 and for bridges $26,305 and on account of the floods there was raised $13,620. For extraordinary repairs for highways, and for bridges $6,000, making a total for highways, including $42,550 State aid $62,486, and for bridges $32,305. Total highways $105,086.

Thtre were eight road rollers used by the towns in working the highways and three traction engines. There were forty reinforced concrete bridges built and no wooden ones. There were 120 concrete culverts and sluices placed and 193 iron sluices.

There were 23½ miles of highway surfaced with gravel. There were 280 miles of highway regularly honed. There are 2,000 miles of highway in the county.

Outside of cities and incorporated villages there are 12 miles of completed State highways and 25½ miles of county highways with 22 miles of State highways under contract.

The patrol system has been tried to greater extent than in any previous year, and in each instance with success. More honing has also been done than in any previous year, and town officials and users of the roads are beginning to realize that for the general soil conditions found in this country that a satisfactory surface can be maintained on our earth roads better by this system than by any other.

There were built during the year 124 concrete culverts, 191 cast iron; 40 concrete bridges were built, nearly all this work being done by the town superintendents, a greater number than has been constructed in any previous year.

CAYUGA COUNTY.

Road work in Cayuga county during 1913, was affected greatly by the heavy rains and thaw in January, and the spring thaw and rains; washouts were numerous and troublesome; and the amount spent for necessary primary work was beyond the expectations. Culverts required more attention and the record of 1913 for 70 new concrete culverts and 170 iron pipe, it is hoped will not be required again. Orders on the reserve fund were necessary in most of the towns for primary and culvert work.

Of permanent work 8½ miles of crushed stone have been laid, bringing the town road mileage of stone up to 41 miles. Fifteen and one-half miles of new gravel surface and 3½ of gravel resurfacing have been laid. In several towns beds of gravel are found of good quality; this form of road surfacing is economical and successful. Nine towns, two of which, Cato and Victory, had never before used crushed stone, participated in the macadam work, the longest single piece being in Ledyard, 1.6 miles, 12 feet wide and 9 inches deep.

Convict labor from Auburn Prison has been used in eight towns, on macadam, on concrete, bridges and culvert work. They aided also in gravel work in Fleming and Sennett. The experiment has been generally satisfactory, reducing the cost of the work to the towns and with a corresponding benefit to the convicts themselves.

The plan of using cobble sub-base, either under stone or gravel or even the best earth obtainable has been more frequently used this year. The town of Venice laid about one-third of a mile, and other towns, Throop, Locke, Victory, Scipio and Sterling used this style of road building through low places that needed raising. In Springport, aided by convict labor, a dangerous half circle turn in the highway necessitating a new bridge and 1,200 yards of fill, was eliminated and the road straightened.

The matter of guard rail to protect dangerous places on the highway has had attention and over $500 has been spent for this item by the towns.

Several pieces of reducing grades on hills have been undertaken, that on Wyckoff Hill in the town of Scipio being particularly worthy of attention.

That the road work is being conducted so as to give satisfaction to the town officials and residents is evidenced by the fact that over $6,000 more for Item No. 1, highway work will be raised in Cayuga county this winter and this with the State aid will make about $10,000 more to get results from. This amount has increased every year since 1909, but never by so marked an increase. From thirty-six thousand by tax in 1909 to fifty-two thousand in 1913–1914, indicates that the taxpayers are satisfied.

CHAUTAUQUA COUNTY.

Nearly every town in the county has built some concrete bridges during the year, but the towns of Chautauqua, Ellery, French Creek, Hanover and Clymer have put in the largest of the concrete structures, and all of the work is of a permanent character, and creditable to the officials who have had it in charge.

Several of the towns that have been placing a goodly number of culverts of the permanent sort each year will soon have that class of work taken care of, and will be able in the future to devote more money to the permanent improvement of the highways of these towns.

The past season has been favorable for highway work, and the general results in town work have been good. The town superintendents, with few exceptions, have handled the various conditions in an economical manner.

One hundred and eight concrete culverts were built, also 259 cast iron and 43 concrete bridges; all of these being built by town superintendents; also 45 steel bridges. All of the earth roads of the town of any importance have been standardized, shaped and crowned, but little has been done in the way of town macadam construction, but a total of 179 miles of excellent gravel road have been built.

Town of Poland, Chautauqua Co. Location of Improvement Shown on Page 104.

The damages which were done by the floods of 1911 and 1912 have practically all been repaired and the close of the season shows a most gratifying improvement in the general character of the highways throughout the county.

CHEMUNG COUNTY.

The work of standardizing the earth roads has been continued, and all the most important roads have been standardized. The number of miles of roads regularly honed has been considerably increased over the number of miles honed last year. The people are beginning to believe that honing earth roads after rains is the most satisfactory way to keep them after they have been properly crowned.

The towns that were damaged by the flood of September, 1912, have their roads restored to a good condition and have also made good improvements on other roads. The construction of permanent culverts has been continued and a total of 194 have been constructed. Eight concrete bridges have been built, the work of construction having been done by the town superintendents. Forty concrete culverts have been built by the town superintendents, four towns having purchased steel forms for building these culverts. In the construction of bridges the State standards have been carried out.

At the quarterly session of the Board of Supervisors in April, 1913, the Board upon estimates given by the bridge engineer of this Department, appropriated $7,000 to repair the suspension bridge across the Chemung river, known as Fitche's bridge, a span of 438 feet, and located at Big Flats, and also authorized the county superintendent to repair the same. This bridge had previously been condemned by this Department. The repairs were made at a total cost of $3,559.96. The walls were built on wooden piles foundation or steel piles driven and incased in concrete and on rock bottom. The town of Chemung, built in what is known as Miller Hollow, 960 feet of concrete retaining wall on rock bottom averaging five and one-half feet high, at a cost of $1,800.

There were built a total of 55 culverts and 138 of cast iron; eight concrete bridges were also built by the town superintendents.

CHENANGO COUNTY.

Less shaping and crowning of special pieces has been done this season than usual, owing to the fact that a bad flood occurred the very last of March, which did a good deal of damage, costing some of the towns from $500 to $1,000 to repair before they could commence the work of grading. Nearly all roads were so badly washed that it took extra labor and cost to do the work.

Ten towns found it necessary to raise and expend a total of $6,898 in order to bring about fairly satisfactory conditions. A good amount of culvert work both concrete and iron has been done in nearly all towns.

The town superintendents are improving rapidly in concrete work, and much of the bridge work is reinforced concrete put in by them.

Fourteen of the twenty-one towns in this county have either a traction engine or roller. Four have stone crushers and the stone base road with crushed stone top is on the increase in many of the towns. A notable instance of good work of this class has been done by Sherburne, also an excellent gravel road was built by Smyrna. Plans are now made for quite an amount of this class of work in many of the towns next year.

It will be noted that more than $8,000 has been expended for iron and steel culverts and more than $1,100 for concrete culverts during the past year distributed through the different towns. Several of the towns have purchased steel forms for making concrete culverts, and this class of work will be increased in the future.

All town superintendents are complying with the rules and regulations of the State regarding the erecting of bridges and culverts and with the recommendations of the department regarding the working of highways.

CLINTON COUNTY.

Clinton has a total mileage of 1,406 miles divided as follows: 31 State highways, 73.6 miles of town macadam. Total macadam roads 111 miles, and 855 miles shaped and crowned, of which 201 miles were done this season; 180 miles of gravel. 33 of which were built this year.

Weather conditions the past year has been very favorable both for town and State work and all that was under construction has been finished. A splendid start has also been made in the construction of guard railing along dangerous places. Great progress has been made in the construction of permanent culverts and reinforced concrete bridges; 272 permanent culverts were built during the year and 98 concrete, 112 iron and 45 stone masonry. There were also built 19 reinforced concrete bridges, built by the town superintendents with their forces doing the work, four large plank floor bridges were also built, and two creosoted plank floors put on the bridges in the town of Champlain, the trusses not being of sufficient strength to sustain a concrete floor together with the load it would have to carry.

The patrol system has not been used on town highways.

Prison labor has been tried out in several towns throughout the county, and in every case it has proven very satisfactory. It is no longer an experiment but a splendid success. It has proven such both to the towns in which the work has been done and to the prison officials who had them in charge.

The excellent progress in concrete work shown in this county in previous years was continued in 1913 with the result that 98 concrete culverts were built, 129 cast iron and 19 reinforced concrete bridges.

Bridges have been built according to State standards and the rules and regulations in the construction of culverts have been enforced.

COLUMBIA COUNTY.

Concrete culvert construction has reached a high point of excellence in this county, and these structures are built at as low a per foot cost as any in the State, and lower than most; $1.25 per linear foot for 18 and 20-inch culverts complete being not an uncommon price, and in several places where circumstances have been peculiarly favorable this work has been done for $1 per linear foot. There were a total of 49 built during the year, also 240 cast iron culverts were placed, and a total of 17 reinforced concrete bridges built by the town superintendents. Excellent work was done in the way of shaping and grading earth roads on which this work had been previously abandoned; also a large amount of projecting rock was removed.

This work in addition to providing efficient ditches, safe width of roadway and improved alignment, also furnished excellent material for surfacing. The several towns without exception furnish ample opportunity for the performance of this class of work which should receive general encouragement.

It must be apparent to even the most superficial observer that the advent of mechanically propelled vehicles, as well as the requirements of modern traffic generally demand town highways of more substantial construction than is secured by the ordinary grading, shaping and crowning with soil adjacent to the traveled portion of the highway, which at the best proves but temporary improvement.

It would seem that a greater percentage of the available funds should therefore be applied in more durable construction, beginning on the main market roads and continuing this policy from year to year until a system of county wide permanent town highways leading to and connecting with the centers of trade is established; for when we reflect that the State and county systems cover but a small percentage of the entire mileage and that many years will be required for their completion, the inevitable conclusion is that local traffic must depend upon the town highway system for road conditions that will facilitate communication within the scope of the requirement of rural citizens.

Legislation should be had providing for an amount of State aid that will enable towns to utilize available local material (which is plentiful in nearly every town) in the construction of a few miles of plain macadam or gravel roads, each year without imposing a burdensome local tax.

Further the increasing motor truck and traction engine traffic upon the town highways require the strengthening or rebuilding of many bridges, and while the towns generally are endeavoring to meet the demands of this exceedingly heavy traffic by increasing the capacity of bridges, still as such structures are a component part of the highways it seems reasonable that the distinction between highways and bridges in regard to the application of State aid should no longer prevail, or at least be modified.

While town patrolmen were not provided for in the agreements generally, still the "stitch in time saves nine" policy was ob-

served in several towns with conservative effect, surely a procedure that should have general application and possibly be made obligatory.

CORTLAND COUNTY.

The total mileage of the highways in the county, outside of incorporated cities and villages, is 1,040. Of this mileage there is now complete in the county 56.66 miles of State and county road. There are at present 24.8 miles of gravel or stone macadam road in the county built by the various towns, making a total of 87.5 miles of improved road in the county, leaving a balance of 958.5 miles of earth road. During the past year 491 miles have been shaped and crowned and in addition to this 357 miles have been cared for by the use of light road machines and rut hones, making a total of 848 miles for the year and leaving a balance of 110 miles, which consists chiefly of roads little used and some practically abandoned but still used occasionally. This work will not change much from year to year, it being necessary each year to cover practically the same miles under this class of work, either by heavy grading or light machine work.

In last year's report, 70 miles of highway were reported as having been regularly honed. This year that mileage has increased to 92. By being regularly honed is meant a systematic system of smoothing the ruts after each storm, or as occasions demand.

The construction of sluices has increased the past year over that done in any previous year by about 1,000 feet and in some of the towns excellent progress has been made in this work. During the year just closed, 1918 lineal feet of masonry and concrete sluices were constructed, 3,587 lineal feet of cast iron sluices were placed, making a toal of 5,505 lineal feet of permanent sluices costing $6,621.25, at an average of $1.20 per lineal foot for all kinds. As stated in previous reports, it is found that where the town superintendent has constructed his own sluices the result has been a structure of proper size necessary to perform the work required and at a cost much below that of other sluices.

A total of two miles of new road was constructed and one mile of old road was resurfaced. In considering the cost of this class

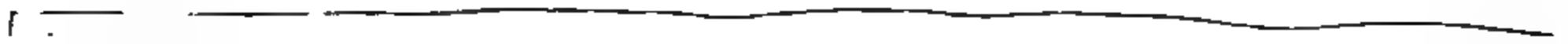
of work, it should be noted that in the towns of Cortlandville, Homer and Truxton people living along and adjacent to the road improved contributed in labor and team work, thereby making the cost per mile somewhat less than in the other towns where the town paid the entire expense. In practically all cases the material, such as stone and gravel, except where shipped in by rail, was given to the town to be used for this class of work.

Each year brings about the widening of some particular road in the county commonly called a dug road. This year the town of Truxton spent considerable money in widening by blasting the rock and building retaining walls a narrow and dangerous piece of this class of road. The town also spent considerable money in filling low soft places and raising the crown by use of stone and gravel. The town of Virgil reduced the grade on one steep and rocky hill by the use of dynamite and in this work the property owners contributed an equal amount in labor to the amount set aside in money by the town.

The removal of loose stone from the beaten track of the highway has received more attention this year than in any previous year, except after the long dry spell during the past summer there was no time but what the roads were quite free from these stone.

During the past year eleven new concrete bridges were constructed, two bridges with plank floors were replaced with concrete floors and the material for four additional concrete bridges was purchased but a delay in shipping the material made it unwise for the town superintendent to attempt to construct the same this year, owing to the danger from frosts. These bridges however, will be constructed next year. During the past four years 47 concrete bridges have been constructed in the county.

Special effort was made this year to remove weeds and brush growing within the bounds of the highway, and there are very few cases in the county at the present time where brush and weeds have been allowed to remain. In general the work of grading and crowning the highway, the building of sluices and bridges, and in fact all work in connection with the town highways, has been carried out during the past year in strict compliance with the rules and regulations as prescribed by the Highway Law or the State Highway Commission.



Road Shown on Page 99 After Improvement. Roadway Raised 3½ feet; Bridge, 31 feet over all; Width 20 feet; Wing Walls 12 feet. Cost $850.

DELAWARE COUNTY.

There has not been as much permanent work done throughout the county as in former years, this is due to the fact that the roads were badly damaged by unusually heavy rains in the early spring and many of them were so badly washed as to be impassable and it required a considerable amount of the highway money to repair these roads.

The bridge and culvert work has been carried on in a very satisfactory manner. Nineteen bridges have been built, and two more are in process of construction. Of the 19 completed seven are deck bridges with I beams and concrete floor, two are of the truss type, one a stone arch and nine are concrete throughout with floors reinforced with steel bars.

Seven hundred and sixteen cast iron culverts have been placed, most of them being cast iron pipe, 27 concrete culverts have been built and this type of culvert is growing in favor with the town superintendents as they become familiar with the details of their construction.

Sixteen of the towns have either steam or gasoline power for hauling road machines, 9 of these are rollers, 6 towns are now equipped with outfits for building macadam roads and they are planning to build a larger amount of this kind of road next season than in any previous year. The people living in the localities where the macadam road has been or is to be built are manifesting a disposition to contribute labor and team work in order to increase the mileage of this form of construction.

DUTCHESS COUNTY.

During 1913 in the expenditure of $127,410.43 from the Highway Fund, of which State aid is $36,367.50 the following was accomplished:

Gravel placed on the roads.....	35,497	cu. yds.
Shale or slate placed on the roads.....	4,982	cu. yds.
Crushed stone placed on the roads.....	9,980	cu. yds.
Dirt placed on the roads.....	18,080	cu. yds.
For sub-base and sink holes on roads.....	10,088	cu. yds.
Material	78,627	cu. yds.

Same being $25,461.89 and 4,960 cu. yds. in excess of 1912.

82 water breaks were removed (137 in 1912).

161 sink holes filled (193 in 1912).

36 roads widened (65 in 1912).

37 places where large amount of rock removed (58 in 1912).

18 hills cut down (23 in 1912).

6 hollows filled (53 in 1912).

310 cast iron sluices put in (245 in 1912).

130,220 ft. bridge plank cost $5,133.08 or 03.9 cents per foot (103,749 ft. or 03.6 cents per foot in 1912).

Total number of days worked by our 20 town superintendents — 4,474 days, $14,652.30, average 224 days — $732.60. In 1912 — 4,281 days, $14,126, average 214 days — $706.30.

Cost of snow removed $120.81 (1912, $242.76).

No patrol system established in this county.

In the town of Pawling, one mile of new roadway was constructed up Quaker Hill, for the purpose of doing away with the 23 per cent. grade on old road; the new road has 6 per cent. for whole distance except near the top, it was found necessary to put in 9 per cent. Contract price was $13,700 for excavation, filling, bridges and sluices, 3,800 feet x 6 inches standard guard rail painted two coats of white paint and one foot subbase stone 4,000 feet long 20 feet wide. The town superintendent with the town roller and crusher expended $2,300 for putting on crushed stone top. This $16,000 is included in the $25,461.89 shown above. The route was surveyed, mapped, cross sectioned, specifications gotten up and carefully superintended by the county superintendent. Six bids were received and low bidder (a man outside of the town) was awarded the contract. The work is entirely satisfactory to those who use the road and to the taxpayers.

ERIE COUNTY.

This county has a larger amount per mile available for town highway purposes than the average county of the State, and a correspondingly greater amount of work may therefore be done.

Forty-four and one-half miles of town macadam were built during the year and 41 miles of gravel, making a total at this time of 227½ miles of macadam and 356½ of gravel in the county. There were also built 53 concrete culverts, 110 cast iron and three concrete bridges. Practically the entire mileage of the earth roads of the county are now properly shaped and crowned and standardized as to width. The patrol system has been tried to a limited extent and will be tried on a larger scale the coming season. More honing has also been done than ever before and with uniformly good results.

ESSEX COUNTY.

The greater part of the mileage of this county, of which there are 1,306 miles, is located in the Adirondack mountains and consequently, presents many difficulties which are not met with outside the mountain regions. Little attempt has as yet been made in the way of construction of town macadam. Up to this time town superintendents have directed their efforts more along the lines of improvements to culverts and bridges, widening narrow and dangerous places, straightening bad curves, reducing sharp grades, etc. A large amount of blasting has been done and many valuable improvements made along this line.

A second piece of concrete road was built in the town of Moriah this year, beginning at the first turn of the road above the post office in Mineville, running westerly toward the Iron Mills, a distance of 2,386 feet. This is a good piece of concrete road and this piece with the one built last year of 1,834 feet, makes a total of 4,220 feet of concrete road in the town of Moriah.

The town of North Elba improved a piece of 1,100 feet of road, at a place called Parkhurst hill by cutting down the top of the hill and making a fill with a width of 20 feet between ditches with 20 inches thickness of macadam and is a fine job.

The town of Ticonderoga has just completed a fine concrete bridge across the creek in the village of Ticonderoga, a two-arch bridge, each span about 39 feet. It is a fine structure and a great improvement to the village.

FRANKLIN COUNTY.

Much work has been done in Franklin county during the past year in the way of eliminating old plank floors from steel bridges. Many bridges have been reinforced and concrete floors constructed. On five bridges that were of too light construction to permit of concrete floor construction, creosoted wood block floors were used with very satisfactory results.

While there have not been constructed as many miles of macadam road as last year owing to extensive road work done by the county, nevertheless, many of the improvements in the way of widening and blasting out ditches was done with the purpose of improving these roads with macadam during the coming year.

On the whole, better highway and bridge work has been done this year than any year since the present law went into effect.

The construction of the system of county roads, which is now practically finished, has given an added impetus to the construction of the same class of roads by the towns, and during the year 9 miles of town macadam were built, 53¼ miles of gravel, together with 55 culverts and 27 concrete bridges.

FULTON COUNTY.

The northern portion of this county is rocky and semi-mountainous, and in those towns in which this condition prevails the greater part of the efforts of the town superintendents have been directed along the lines of widening narrow and dangerous places, and straightening sharp curves by blasting, reducing steep grades and placing guard rails. In several of the towns in which conditions will allow, steam rollers or traction engines have been bought and are being used with excellent results. Two concrete bridges were built by the town superintendents during the year, also 37 concrete culverts; 56 cast iron culverts were also placed.

The patrol system has not been tried at all in this county and very little systematic honing has been done. An effort will be made to get more of each during the coming year.

In some of the eastern roads of the county where sandy condition prevails some experiment has been made by the use of clay in constructing stretches of sandy-clay roads, with very good results.

GENESEE COUNTY.

The amount of money available for highway work in the towns of this county the past year was $74,731.27 made up of the following amounts.

Balance on hand November 1, 1912	$7,153 56
Raised by tax	44,350 00
Received from State aid	22,025 00
From other sources	1,202 71
The expenditures were:	
For labor and team work	48,719 57
For rental of machinery	6,779 50
For materials furnished	14,187 13
Total expenditures	$69,686 20

The new construction work on town highways for the year consists of 22 miles of macadam road, 16.62 miles of gravel road, 5.3 miles of resurfaced with stone, 5.8 miles resurfaced with gravel and 18.5 miles shaped and crowned. The average cost in the county of macadam roads was $1,127.14 and of gravel roads $619.60.

There were 65 concrete culverts built at a cost of $2,782.80 and 72 cast iron culverts were put in which cost $2,353.98.

The total amount available for bridges in the county the past year was $16,232.78. The expenditures amount to $11,119.67.

The new work consists of 17 bridges of 6 to 25 ft. span, all with concrete floors.

Taken as a whole the highway work was well done by the town superintendents the past year. The State standards in relation to the erection of bridges, and the rules and regulations in regard to culverts were closely followed.

The patrol system on town highways has not been tried out here.

There were constructed 22 miles of town macadam and 16½ miles of gravel, making a total of 183 miles of macadam in the county and 550 miles of gravel. Also there were built 63 concrete culverts, 72 of cast iron and 17 reinforced concrete bridges.

GREENE COUNTY.

The towns of Hunter and Catskill take the lead in highway improvement the past year. A bond issue of $25,000 for the improvement of Hunter roads was voted in February, 1913. This has been expended in the improvement of the highway leading from Tannersville to Onteora Park, a distance of two miles, also eight miles leading from the village of Hunter to Lanesville or near the northern boundary of Ulster county. Several new bridges have been built on this road and all culverts are of iron or concrete. The town of Catskill has made some noted improvements in its highway, viz.: the road known as Kaaterskill, a distance of two and one-half miles. Three layers of crushed stone of the required size was spread on the road and in low wet places a substantial sub-base was put in. This was thoroughly wet and puddled and rolled until firmly bound. Then a coat of screenings was spread and rolled, making a road which is entirely satisfactory. This is only one of the many road improvements in this town made during the past year. The towns of New Baltimore and Coxsackie have made short stretches of good crushed stone roads and have built substantial guard rails along dangerous places. The town of Windham has kept the main roads in good repair by the use of gravel and by careful attention in looking after the small repairs. Lexington has used the road machinery to good advantage in the vicinity of the village of Westkill. Upwards of one mile of good crushed stone road has been built. The town of Halcott reduced a steep grade near the residence of Mr. Kelley and several hundred loads of gravel spread upon its highways. Greenville has done some good road improvement in the vicinity of Norton Hill. Hunter is the only town that has adopted the patrol for its mountain roads, and it has found this method the best way of keeping roads in good condition, especially in the mountainous sections.

Much improvement during the past year has been made by nearly all the towns as regards culvert construction, the town of Catskill taking the lead with fifty-eight iron or steel, besides numerous others that have been repaired. Other towns, viz.: Hunter, Greenville, Athens, Windham, Cairo and New Baltimore, have placed from eight to thirty iron, steel or concrete, and every town with the exception of one has done some of this good work.

All bridges built during the past year have been constructed of either concrete or steel beams with reinforced floors. The town of Hunter painted twenty of its bridges but there is much of this work yet to be done in several of the other towns.

HAMILTON COUNTY.

The work of properly shaping, crowning and standardizing the earth roads of the county has been continued during the past year, and at this time practically all of the mileage of the county is in such condition that it may be safely and comfortably traversed by any character of vehicle. No macadam and very little gravel roads were constructed during the year, the entire efforts of the town superintendents being directed to first putting the mileage in a safe condition for travel.

Many narrow and dangerous places have been widened, sharp grades reduced, and dangerous curves eliminated. Eighteen concrete culverts have been built, also 107 of cast iron have been placed. Seven concrete bridges were built by the town superintendents, also seven steel truss bridges were built. The total number of bridges in the county is small and considerably more than 50 per cent. of the existing structures have been rebuilt in recent years in accordance with State standards.

HERKIMER COUNTY.

This county has 1,406 miles of highways, a considerable portion of which is located in the foot hills of the Adirondack mountains, making permanent improvements difficult and expensive. In only a few localities is good gravel for road building purposes found. In the southern half of the county the soil is largely clay, and the permanent improvements of roads in these locations may only be made by the addition of foreign material, usually crushed stone.

During the year five miles of town macadam have been built, also 25½ miles of gravel, making at this time a total of 34.7 miles of macadam in the county, together with 108½ miles of gravel road. Three hundred and two cast iron culverts were placed, also 25 concrete culverts and 27 reinforced concrete bridges were built by the town superintendents.

JEFFERSON COUNTY.

This year has been the best year of the five under the present highway system. The weather conditions have been perfect for highway work and a great deal has been accomplished; 39.85 miles of stone macadam and 13.85 miles of gravel roads have been built, all of which are 8 feet wide of suitable depth and graded to 24 feet between ditches. Two miles of stone and 4.25 miles of gravel resurfacing was also built, showing that the towns have started to take care of the roads already built.

Last year's high mark for building concrete culverts was passed. This year 461 being built, this being 85 more than last year and making a total number of concrete culverts built in five years 1,273, and as every concrete culvert built in a town does away with the cost of maintaining it, a few more years will build them all, leaving more money for other work.

The average cost of these culverts is about $40, and average size being about 2′ x 2′ opening having concrete bottoms, reenforced tops and headwalls and are 20 feet long over all. A good many 4′ x 4′ culverts were built, and where the towns average cost runs above $40 these towns have built several of these large ones.

One hundred and sixty-eight miles of highways were crowned and graded, bringing the total mileage in the county to 944 miles, nearly one-half of the mileage of the county being widened to 24 feet. A good many hills were ditched and graded and about one half mile of guard rail built, and a good many fills where bridges were built. Fifteen of the 22 towns have town tool houses and all towns are equipped with steam power, and 21 towns have stone crushers so all this county needs is plenty of money to keep the machinery going.

The town superintendents in this county deserve much credit for the amount and quality of bridge work being done, 58 bridges of reinforced concrete were built this year, surpassing the numbers of any other year and in all cases the work has been done in first class manner. In every case, before foundations were started, the county superintendent visited the site with the town superintendent and together figured out the best and cheapest method of

building so that of the 242 bridges built in the five years since 1909, not one bridge has failed in any manner.

LEWIS COUNTY.

In this county there were built during the year 24 miles of macadam and 3 miles of gravel roads, making a total of 164 miles of macadam and 53 gravel in the county.

There were also built 148 concrete culverts and 108 cast iron culverts, together with 30 concrete bridges.

A regular patrol system has not been adopted in this county, although the highways have been kept in a very good state of repair in most of the towns by the town superintendents with their regular forces, by going over the highways of their town at intervals of from four to six weeks, removing loose stone, filling depressions, fixing approaches to bridges, honing, etc.

In addition to the above, the town of Lowville is constructing a reinforced concrete arch bridge in the village of Lowville (which is nearly completed) over Mill creek; the dimensions of which are a 50-foot arch, extreme length 57 feet, with a 58-foot roadway, at a cost of $6,000.

LIVINGSTON COUNTY.

The work in general throughout the county has been carried on in a very satisfactory and creditable manner. While the primary work was not completed in some of the towns by June 1st, due to various causes, no bad after effects resulted. Splendid progress was made this year in heavy grade reductions and widening existing roadways. The patrol system has been in vogue throughout the year in six of the towns, and part of the time in one town, and in all cases has more than proven its worth. Due care was given to the removal of loose stones and the cutting of brush, and in most cases the ditches and waterways have been kept open and clean. About 6,000 feet of guard rail was set during the year averaging from 15 to 75 cents per lineal foot; 4,362 lineal feet of sub-base of various widths and thicknesses was placed where required; 1,200 lineal feet of cobble gutter laid and sign posts and guide signs placed at necessary points. A regular system of honing and rut scraping has been carried on throughout the year

and the main town highways kept in continuous good condition. Qualified abandonment proceedings were taken out on three and one-half miles of road. Culvert and bridge work has been performed very satisfactorily and in all but four cases, the bridges have been built under the personal supervision of the town superintendent. Special mention of noteworthy work should be given the towns of Lima, North Dansville and Springwater.

MADISON COUNTY.

There has been a modified system of patrol in some of the towns and it has been found very successful.

A large amount of bridge work has been done in the county this year. Twenty-six bridges having been built, all of which are reinforced concrete, excepting one that is a steel bridge with concrete floor.

There are about 505 bridges in the county and during the past four years there have been 67 reinforced concrete bridges and four steel bridges with concrete floors built, making a total of 71 new and permanent bridge structures. The most noteworthy bridge of the year is the two-span bridge of concrete over the Mill pond at Peterboro. This bridge replaces a 50-foot span iron bridge that had become dangerous, and the work included the building of two new abutments and one new pier; the structure being a two-span bridge with 20½ foot openings. The floor is 16 feet wide in the clear, and the guard walls are 78 feet long. The pier is 13 feet in height from the bottom foundation to the floor slab, while the two abutments are about twelve feet in height. The total cost including all care of water was $2,222.

There has been built during the past year, 152 concrete sluices and 111 cast iron sluices, and there has been built during the past four years approximately 465 concrete sluices and 380 cast iron sluices, or a total for the four years of 845 sluices of a permanent nature.

The construction of stone roads shows 7½ miles, and the same for gravel shows 14 miles; these figures are for the past year.

The total figures for the county show that there are 66 miles of stone roads, not including the State and county highways, and that there are 89 miles of gravel road. It is believed that it would

be good policy for the county to encourage and assist the towns in the use of oil on gravel and clay roads, and the suggestion is made that this might be done by the purchase of a pressure oil machine by the county, the machine to be available to any town that desired to use it.

MONROE COUNTY.

By reason of the high average valuation of the towns of this county and more especially by reason of the fact that every town in the county is drawing practically the limit of State aid, the funds available for highway purposes have made possible the high general character of the town highways which exist in this county.

Out of a total of 1,368 miles of highways in the county, there are now built 346 miles of town macadam and 465 miles of gravel. One item which has contributed in no small degree to this high percentage of improved town roads, is the custom which has almost become an unwritten law in some of the towns, which requires material for town macadam to be donated by the locality in which the improvement is to be made. This means not only the stone, but the labor of delivering to the crusher material that has been donated, thus reducing the cost of each improvement; also making a greater length possible.

The previous high character of the bridge and culvert work has been maintained during the year, all of this class of work being done by the town superintendents. On those of the town highways which are still maintained as earth roads, systematic honing has been practiced over nearly the entire mileage. The patrol system is practiced to a greater extent each year and embraces, not only the care of the macadam roads, but of the earth roads as well.

During the year there were constructed 27 miles of town macadam and 11 miles of gravel roads; also 71 concrete culverts; 43 of cast iron and 20 concrete bridges.

MONTGOMERY COUNTY.

The county of Montgomery has 847 miles of highway, of which 89 miles have been taken over as State and county roads. Six hundred and fifty-two miles of highway shaped and crowned,

leaving 106 to be taken care of the coming season. This can be done very nicely. The permanent work was very well done during the past season. If the town superintendents had followed this plan at the beginning of the system, the county would now have a fine lot of roads and all connected, but as the work was somewhat slighted on the start, as well as not being properly honed and cared for since turnpiking, there are about 100 miles which it will be necessary to go over and finish during the coming season. One town has practically all of its roads turnpiked, and will start building town macadam during 1914, without any extra expense to the taxpayers, and as fast as this turnpiking is finished in other towns, it is hoped that every town will be able to put down at least a mile of town macadam upon some of its principal roads.

There are now 138 concrete culverts in the county, built by the town superintendents, of which 92 were constructed the past season at a cost of $3,740.10, or an average of $40.65. This price includes all sizes, none smaller than 2 feet and up to 5 feet. There were also 108 cast iron pipe placed at a cost of $2,631, or an average of $24.36, including all sizes up to 2 feet, but an average size of 12 inches. The average price of a 2-foot concrete culvert compares fairly well with a 14-inch cast pipe.

The amount raised for bridge purposes the past season was $8,360, from which there were fourteen new concrete bridges built at a cost of $1,937, leaving a balance of $6,422.03, which was nearly all used besides several of the towns were obliged to issue a certificate of indebtedness for the repair of old structures with wood floors.

Experiments are now being made with 2 x 4's set on edge, spiked together and covered with tar and gravel for flooring in several towns where the old structures are too light to carry concrete. This will result in a great saving for the town and will be a much better bridge.

Comparing the town of Amsterdam with the other towns in this county, it is found that Amsterdam raised $60 for the repair of bridges and used $27.88 as compared with other towns raising and using $1,500.

This difference is because Amsterdam has 41 bridges, nearly all of which are permanent structures.

NASSAU COUNTY.

The patrol system is not in vogue in any of the towns of the county, but the supervisors maintain many of the county roads by this system.

When Nassau county was formed on January 1, 1899, one of the acts of the county board of supervisors at the first meeting in 1899 was to adopt the county road system, which has been in vogue ever since. This system in the county is very popular and this past year about fifteen more miles of roads were taken into the county road system and a $500,000 bond issue was made and the bonds sold, which, with about three hundred thousand dollars put in the budget for the yearly maintenance makes $800,000, to be spent on county roads alone during the coming year. Many of the contracts for macadamizing have already been let and the work commenced.

The town of Hempstead has surfaced with Peekskill gravel several miles of town highways from its regular highway fund. This improvement seems to give general satisfaction for the side streets, but for heavy automobile traffic it is not suitable. The town highways generally are in good condition.

The town of North Hempstead has continued its work of macadamizing and resurfacing with macadam several more miles of roads and the dirt roads generally are in good condition.

The town of Oyster Bay during the past year completed a macadam road which they commenced over a year ago. The town highways are in fair condition, and it is to be hoped that there will be much improvement in next year's work.

NIAGARA COUNTY.

In previous years the improvement to the town highways in this county has been directed more along the lines of permanent improvement to earth roads than towards building much macadam or gravel roads; the idea being to get practically the entire mileage of the county properly shaped, crowned and standardized as to width and put in the best possible condition to maintain as earth roads before directing any great amount of expenditure towards the more expensive improvement. Practically the entire mileage of the county at this time is standardized and during the current

year there have been constructed 11¼ miles of macadam and 2½ miles of gravel roads. A greater amount of systematic honing has been done on the earth roads this year than in previous years, with correspondingly good results.

The patrol system has been continued and extended and the good results shown will undoubtedly induce a further extension of this practice in the future.

Eighty-seven concrete culverts were built; also 83 of cast iron and 14 concrete bridges. All this work being done by the town superintendents.

ONEIDA COUNTY.

This season has shown the merits and the weaknesses of dirt roads. A warm and early spring together with an extremely dry summer resulted in excellent country roads for nearly the entire season. However, the fall rains, beginning in October produced the inevitable result and the roads with no other wearing surface than the material along side became more or less impassable. Oneida county ranks fourth in the State in the number of miles of highways and fifteenth in equalized valuation outside of villages and cities.

No other county has a greater diversity of soil and climatic conditions. The maintenance of its highways, therefore, presents a grave problem.

In the report for this county of last year, the view was expressed that a system of State aid toward the construction of permanent town roads was the pressing need in the highway affairs of the county. This need is still more apparent to-day. Whether this aid comes from the State or county, it is perfectly apparent that until such aid is granted, there will be no conspicuous improvement in the conditions of the highways and there will generally be some months in the year when most of our roads will be nearly impassable.

The past season was in general favorable to the dirt roads. An unusually early and warm spring, resulted in firm dry roads at an early date and the conditions continued until the rains of October and November.

A large amount of excellent turnpiking has been done in the various towns, great progress has been made in the construction of permanent sluices and a number of important bridges have been built or contracted for. There has been no disposition shown to avoid complying with the standards of work required by the department.

ONONDAGA COUNTY.

The system of outlining the various classes of town highway work as adopted by the county superintendent of this county, is of very positive refinements, and when work has been performed in accordance therewith a high standard has been reached. It is the custom of the county superintendent to require the town superintendents, through forms provided therefor, to give notice of intention of the performance of any and all town work of a permanent character. The permanent work consisting of stone or gravel surfacing, heavy grading, the standardizing of earth roads, construction of permanent sluices and bridges, is performed in accordance with written directions and specifications issued by the county superintendent and a plan of work based upon sufficient field work to properly locate these improvements.

The alignment is given for all of the above classes of work, even to the location of a sluice in any part of the work.

It might seem that these exacting requirements, would appear obnoxious to the town superintendents, and that such complete and positive directions could not be carried out and that the superintendents would not willingly prosecute the work in accordance therewith, but in all instances the town superintendents have willingly complied with the directions issued, and in most cases have earnestly sought the advice of the county superintendent. Occasionally a town superintendent, without experience is inclined to question the advisability of this close arrangement of affairs, but usually one season's experience is enough to convince any of these of the desirability of working to a fixed plan.

As a result of the efforts of the town superintendents in the matter of the construction of bridges and sluices, a large number of permanent structures of high class can be shown, and the apparently wide difference in the average cost of the different types

of sluices is accounted for by the difference in the sizes of the sluices. In the towns where the cost appears excessive, the sluices which were constructed during the past year were of a large size.

Great care has been taken by the county superintendent to fix the alignment and grade and to plan and specify the construction of every bridge or sluice that has been constructed in the county.

All bridges have been constructed of concrete reinforced floors, with concrete parapets and the design adopted as a standard for the county has proven satisfactory and pleasing in all respects. In the matter of construction of sluices, concrete box and cast iron pipe construction has been adopted as a standard. A large number of sluices of this character have been constructed throughout the different towns, and as before mentioned, these sluices are all properly located, and when the time comes to lay down permanent surfacing or grade work, the sluices will be found to fit the improvement.

No vitrified pipe or plank sluices have been constructed, and no town superintendent has been allowed to purchase vitrified pipe even for repair work

ONTARIO COUNTY.

This county ranks next to Monroe in the percentage of town macadam and gravel roads built. There are 1,348 miles of highways in the county of which 118 have been improved as town macadam and 243 as gravel roads. The custom of donating labor and material which was referred to in the report of Monroe county as prevailing so extensively in that county, has also been largely practiced in this county, and its effects are very apparent. A total of a little over 33 miles of highways being improved during the year either as macadam or gravel.

In this county was constructed the first piece of town macadam highway built in the State. This improvement being in the town of Canandaigua in 1896. This road at the present time being in excellent condition, although carrying a heavy traffic for a town highway.

Town of Duane, Franklin County. Bridge Built by Town Superintendent, Replacing Structure Shown on Page 114.

Very fine showing has been made in the bridge and culvert work. A total of 90 concrete culverts and an equal number of cast iron, and 16 concrete bridges being built during the year. In several towns of this county, the culvert work is finished. Every culvert in those towns have been put in as a permanent structure; consequently this expense in the future will be reduced to only such new culverts as shall become necessary in such improvements as may be made whereby a culvert in a new location is made necessary.

ORANGE COUNTY.

Of the 1,595 miles of highways in this county, the larger portion is located in a broken, rolling country and is consequently expensive to maintain. In previous years a considerable amount of improvement has been made by putting a light surface of gravel on many of the roads on which it was considered that this treatment might be satisfactory. In the greater number of cases this plan has worked out very well. The treatment appears to be suited to the class of traffic which these roads carry, and by systematic honing a very satisfactory surface is maintained which would not be possible in any other way.

The work of standardizing the earth roads has been progressed until at this time, on all of the principal highways of the county this has been done. The patrol system has not been given a very extensive trial in this county, but in nearly all instances in which it has been tried, good results are shown.

In many of the towns, the town superintendents have been slow to take up the matter of construction of reinforced concrete bridges, and a considerable amount of this work is done, as in former years, by contract. However in these towns in which this has been done by the town superintendents, excellent results have been turned out, and it is hoped that more towns may be induced to take this up during the coming season.

ORLEANS COUNTY.

Every town in this county owns a steam roller, and the general condition of the roads in the county shows very beneficial results

from their use. There are 720 miles of highways in the county and 391 miles of this has been improved as macadam or gravel. During the current year, nearly twenty-three miles of new macadam road was constructed. Practically the entire balance of the mileage has been properly shaped and crowned.

A very satisfactory showing is made in the construction of concrete bridges and culverts; 105 of the latter being built; 45 of cast iron and 11 concrete bridges. In one town all the short span bridges have now been reconstructed of reinforced concrete and the item of bridge expense in the future will be practically nothing in this town.

Systematic honing has not been given the attention in this county as a whole, which it should have and efforts will be made to induce an extension of the practice, as much of the mileage of earth roads are of such a nature that good results from systematic honing are assured.

OSWEGO COUNTY.

The town highway work for the year in this county as a whole has been very satisfactory, and at the close of the season the roads are in better condition than they have ever been before, which seems to be the natural result of the system adopted in 1909 for the administration of affairs of town highways. With one exception, town officials and others are working in harmony with the system and the results are very gratifying. The patrol system has been tried out in several towns, but it is now believed it is a better practice to detach capable men from the regular force for this work when needed. Very few complaints have been received of loose stones in beaten track as a result of vigilance of town superintendents. With the exception of two towns, brush has been well cut. With the exception of the town of Schroepel, road hones are not extensively used. The light grader has been adopted for the smoothing of our road, because of our varying soil conditions, uneven topography and numerous stones.

There are now in the county as the result of five years' work, 134 miles of town macadam, 258 miles of gravel and 366 miles shaped and crowned roads (standardized) together with 112 miles of State and county roads. Nearly one-half of the roads

have been improved. This, together with construction of 964 standard culverts and 107 bridges is proof of the progress which this county has made.

Bridge construction in the town of Parish was under the direct supervision of the town superintendent and he has finished a job that would be a credit to any town, having built a concrete arch 32-foot span, 20-foot roadway, 16-foot rise, concrete parapet extending over wings for $1,475.45.

The numerous small bridges other than those mentioned, were constructed by town superintendents after standard plans, furnished by the Department.

ORSEGO COUNTY.

All of the more important mileage of the 2,153 miles of highways in this county have been properly shaped and crowned and standardized as to width, but little town macadam has been constructed. In the southern half of the county the soil conditions generally are good and a satisfactory surface is maintained of earth roads at a comparatively low cost. A considerable amount of gravel roads have been built, there being several deposits of this material of good quality in the southern portion of the county.

The problem of maintenance is more difficult in the northern portion owing to the unfavorable soil conditions on much of the mileage. A hard surface of foreign material must be added before a satisfactory road is obtained. Up to this time such improvements as have been made on these roads in the northern portion have been done by gravel surfacing, but several towns are now equipped with rollers and will undoubtedly add crushers in the near future when the construction of macadam roads in locations where the gravel is not available will be begun.

Excellent work has been done in the construction of concrete bridges and culverts in several of the towns. The work of installing permanent culverts of some form is very nearly completed. Two years more will see its completion in a number of towns.

PUTNAM COUNTY.

The heavy sub-base put on the Cat Rock road two years ago in the town of Phillipstown has been resurfaced for two miles from Garrisons Station with 6 inches of broken stone, 12 feet wide, drained with concrete sluices, the surface sprinkled and properly rolled with steam roller, oiled and covered with screenings, making a first class water bound macadam road. The entire expense of the improvement was $7,000. Five thousand six hundred dollars was contributed by citizens interested, also the use of stone crusher, steam roller, water sprinkler, the rent of same, equal to four hundred dollars The town expended for labor on the improvement, $998.88. The whole matter of highway work in the town of Phillipstown has been very satisfactory and at a special meeting held in October the town voted $5,000 for the erection of a 15-ton bridge at the foundry brook.

The care of the highways in the county has been satisfactory. The law in regard to cutting weeds and brush has been complied with, and much improvement made in widening, crowning and reducing grades. All culverts and sluices have been built of concrete or metal, except in towns of Kent and Putnam Valley, where satisfactory stone is found.

There have been 10 new bridges built in the county during the year, 1 in Phillipstown, 5 in Putnam Valley and 3 in Patterson. These have been erected on plans furnished by the county superintendent from standard plans of the Highway Commission, of reinforced concrete. One bridge in the town of Carmel was built of stone abutments laid in cement, with wood floor and in all repair work in Carmel, the abutments have been laid in cement and all iron girders painted.

RENSSELAER COUNTY.

Much of the mileage of this county lies in a semi-mountainous region in towns with comparatively low valuation, with a correspondingly small average amount per mile for maintenance of the town roads; and extensive improvements in those regions are therefore impossible. Much has been done on this class of roads in the way of widening narrow places, straightening dangerously

Finishing a Piece of Town Macadam in Jefferson County.

sharp curves and reduction of steep grades. In the southeastern portion of the county are several deposits of excellent gravel and these are utilized in the town highway improvement to a great extent. In that portion of the county practically all the improved roads are now surfaced with this material. The good concrete work of former years has been continued and enlarged upon. During the present year 108 concrete culverts and 10 concrete bridges, also 89 cast iron culverts were put in.

In several of the towns the patrol system has been adopted and has given good satisfaction.

ROCKLAND COUNTY.

The county road system in this county is extended each year and the mileage of earth roads to be maintained by the towns is correspondingly reduced. Therefore, each year finds a slightly larger amount available than the year previous. During the past year, there have been constructed by the towns 7½ miles of macadam roads; 16 miles of gravel and also 24 concrete culverts, 45 of cast iron and 12 concrete bridges.

The town of Orangetown has been putting in telford base in the low places for the last 10 years. Last year, as the roads all had a good foundation, they put all their money in crushed stone, and surfaced about 15 miles of roadway. It is recommended that the coming year the road surfaced this year be thoroughly oiled and the balance of the money raised be spent in surfacing with crushed stone.

The town of Clarkstown made good progress in road building this past year and have used the new crusher to good success.

Ramapo also has made good progress in both roads and bridges, but are handicapped in that it owns no crusher.

Stony Point and Haverstraw are handicapped for the reason that they have not had the proper machinery in the shape of road hones, etc.

ST. LAWRENCE COUNTY.

This county is one of the most progressive in the State in matters affecting town highways, and in 1913, in spite of the great extent and low valuation in many towns, an amount of highway

tax was raised which earned very nearly all the State aid which it is possible to receive.

On practically all the mileage adjacent to the St. Lawrence river, the soil conditions are such that a permanent improvement may be made only by the addition of foreign material, and as but little gravel is available, the greater part of such improvement must be made with crushed stone.

Fifty-three miles of macadam roads were built by the towns during the year, making a total of 575 miles in the county. There is also a total of 372 miles of excellent gravel roads.

In making these improvements in recent years, the plan has been to connect each improvement with one already made, or to be made in the succeeding year. As a consequence, the great majority of these town improvements present continuous stretches of considerable length, there being several instances in which it is possible to drive from 15 to 18 miles over town macadam. The roads in the mountainous regions have not been macadamized, but improvements have been carried forward at the same time, many of the towns being equipped with steam drilling outfits which are practically a necessity in making permanent improvements to the mountain roads. The former high standard of work in the matter of concrete culverts and bridge construction has been maintained with the result that during the year, 358 concrete culverts were built and 41 concrete bridges. There were also installed 127 cast iron culverts and 34 in accordance with State standard plans.

SARATOGA COUNTY.

Quite a large portion of the mileage of this county is on sandy locations on which it is difficult to make any real permanent improvement, except at considerable expense. Quite an amount has been done on these sand roads by the addition of clay, mixing the sand and clay in about equal parts, and some very satisfactory results have been secured in this manner. A fairly good surface has been maintained at a cost which would not be possible by any other available method. In those portions of the county in which gravel was available, quite an amount of improvement has been made — nearly sixteen miles of new gravel roads have been built during the year, making a total of 192 miles in the county. Four-

teen concrete bridges were built by the town superintendents. Also 93 concrete culverts.

The work in this line being greater than that of any previous year.

On some of the roads leading out from Saratoga, which had been previously surfaced with gravel, a treatment of oil was applied two years ago with very satisfactory results. But little repair has been necessary on these roads during the current year, an admirable surface being maintained with trifling expense for the year. Undoubtedly it will be necessary to expend a small amount on these roads during the coming year, but from present indications, it would appear that the average amount necessary per mile annually is to be very small, as with each additional oiling the surface of the road becomes thicker and the road surface correspondingly more permanent.

SCHENECTADY COUNTY.

The road work in the several towns of the county has been consistently progressive during the past year, a number of permanent betterments have been made. Prior to 1909 the bridge capacity required by law was four tons and under the old system bridges were usually built with plank floors; this made the annual expense for lumber very high, owing to the character of the traffic changing, these bridges were often inadequate. All bridges and culverts are now being built to comply with the present State standard, which requires a capacity of fifteen tons and are using re-inforced concrete floors entirely. During the year eight bridges have been replaced with new steel and concrete structures and 83 new concrete or cast iron culverts have been built.

In the town of Niskayuna, considerable work has been done surfacing clay with cinders. Also some clay-gravel work has been done and good results are shown in both cases. This town has done more systematic honing than any other town in the county. Quite an amount of reduction of sharp grades has been done; also on several rocky hills, ditches have been blasted on the upper side of the road and the material therefrom used to put in the bottom. The weed and brush law has been very generally observed, the only instances in which it has not been observed are on by-roads of little importance.

SCHOHARIE COUNTY.

Highway work has been fairly satisfactory the past year in most of the towns of the county; with few exceptions general road conditions show a decided improvement over last year, two or three towns seem to be on the downward grade, owing either to incompetency or lack of interest on the part of the outgoing town superintendents and undoubtedly in some instances owing to having insufficient funds to meet bad conditions.

Early freshets injured many of the hill roads, and in repairing washouts, etc., the highway fund was cut into to such an extent that other work of a permanent character had to be abandoned for the season. It will take some of these towns several years to fully recover from the effects of one particular storm during the month of April.

Strange as it may seem, but few bridges were injured by these storms, and much has been done in the past year in this line. Thirteen new concrete bridges have been built by the various towns at an expense of approximately $13,000; 61 concrete or stone masonry culverts have been built, costing about $2,000, and about 200 cast iron culverts placed at a total cast of about $4,000.

About five miles of new town macadam road has been built during the year at prices ranging from four hundred to four thousand dollars per mile, depending upon the class of work and various local conditions.

There has been a tendency on the part of a few town superintendents to neglect or refuse to maintain the permanent work of their predecessors, this is one of the most discouraging features of the work, a positive hindrance to the good roads cause and should be decisively overcome in the future.

SCHUYLER COUNTY.

Practically all the roads of the county have been built to a standard width and shape, most of them are properly drained.

The season has been a good one for the advancement of highway work. While the dust was bad for the surface of some of the roads in various parts of the county, they can be easily and cheaply repaired by the use of the road hone early in the spring.

The State and county roads under improvement during the

past summer have been a great inconvenience to the traveling public on account of the unhandy detours. They are practically all completed and a credit to the county and State.

The use of the hone is a great factor in the improvement of the earth roads in the county, and the town superintendents are getting wise to the fact that this is the best tool in their possession.

A majority of the towns are using steam or gasoline for traction power — four of them have steam road rollers.

There have been seven (7) concrete bridges built in the county, five by the town superintendents and two let by contract.

There have been 196 sluices placed and built, mostly concrete, at a cost of $5,856.16.

The patrol system has not been tried as yet.

SENECA COUNTY.

The very heavy rainfall of the early spring with consequent great damage to culverts and ditches, causing washouts that were repaired at much expense, added to the labors and responsibilities of the town superintendents.

Some improvement has been made to the standardizing of earth roads. It should be the policy of town management to continue this work by a more careful adherence to the standard recommended.

An appreciable improvement of the highways of the county is noticeable each year, especially, in the completion of work of a permanent character, and we feel assured that the highway funds have been expended carefully and economically.

All bridge work has been in accordance with the State standards, seven short-span bridges of reinforced concrete having been built by the town superintendents, who have also built 60 concrete culverts and placed 102 of cast iron.

STEUBEN COUNTY.

Much improvement in the year's highway work is shown as a much greater amount of permanent work in proper grading and shaping of our important roads, more and better culverts, better bridges, many more culverts and all bridges built by town superintendents, much more accomplished for the money expended.

That these improvements are appreciated by the public and the taxpayers is clearly shown by their praise of the work and the approval of their town boards making substantial increase in the amount of appropriations for next year's work.

With such increase together with State aid on same totaling about $18,000 should (starting from the good work done) under ordinary conditions insure unparalleled improvements for next year.

A greater amount of bridge and culvert work has been done than in any previous year, 31 concrete bridges being built by the town superintendent, also 638 concrete culverts and 587 of cast iron.

SUFFOLK COUNTY.

There has been no marked change in highway affairs the past year. Five towns elected town superintendents, only two are new to the work. More effort is being made in several towns to systematize the work and accounts, this being especially necessary in the towns which spend in the neighborhood of $80,000 a year.

Southold and Riverhead maintain their earth roads in excellent condition, and Islip town is paying more attention to permanent construction, having constructed about a mile of excellent concrete road besides some macadam.

The use of oil as a surface application is extending, and at this time appears to be the cheapest way in which a satisfactory surface may be maintained on that class of soil on which the soil is such that good results are obtained. Continued wear on the oiled roads causes the surface to break in spots, and when this occurs the roads are plowed, thus turning the former oiled surface under, the new surface then being smoothed and oiled as at first. This has been done on some of the roads until a body has been built up which is pretty thoroughly permeated with oil. In those cases where this has been done, the town roads are standing in a most satisfactory manner, the surface becoming harder with each year's use. It is believed that this will result in showing that a roadbed built up on certain soil conditions by mixing oil thoroughly through six or eight inches of the top soil and thoroughly compacting the whole will result in a very cheap road and which will endure under a very considerable traffic.

Town of Ellenburg, Jefferson County. Concrete Arch Built by Town Superintendent. Span 30 feet; Height 14 feet; Roadway 22 feet; Wing Walls 12 feet. Cost $1,056.

Sullivan County.

The close of the year of road work in Sullivan county shows general progress along a line that is no longer an experiment in road construction and maintenance. Nearly every township in the county pursued a plan that in the result is without question, a marked improvement on the former haphazard, go-as-you-please idea of the several towns acting without advice or restraint.

Culverts were built, in the main, by workmen who had not only experience in their actual mechanical construction, but who possessed a good degree of knowledge of the main object in view — that of getting the water away from the roadway, thereby making each sluice located a permanent factor in the betterment of road conditions where it was constructed.

These culverts were generally built of concrete, concrete pipe or cast iron pipe.

In the matter of road construction, ditches are now generally being opened by light machines hauled by one heavy team, thus making a great saving over the old system with results far superior to the former system. Several towns are using steam power for the heavy scraping at a saving of money and a corresponding increase in efficiency.

The work of building permanent roads known as water bound macadam has gone on as usual in most of the towns and many excellent pieces of highway of this class have been improved in the county. Altogether there were seventeen miles of macadam roads built in the county this year thus making a total of ninety miles of this class of roads and there has been fifty-four miles completed during practically the same time by the State.

Many new and permanent bridge structures were erected during the year, the largest of which was at Livingston Manor, over the Willowemoc river. This is 126 feet span, 20 foot roadway and 5 foot side walk with concrete floor. This town also built a number of small bridges of the same class.

Other towns that built bridges on this plan of less proportions were, Bethel, Fallsburgh, Highland, Liberty, Lumberland, Thompson. The town of Liberty built a number of concrete bridges and the town of Delaware constructed a fine concrete bridge near Falls Mills on the county road.

It is apparent that the time has gone by when the thoughtless management of road work will be tolerated in any town. The problem that must be solved at once is that the people who travel, and the roads over which they travel most, must of necessity receive the first and greatest degree of attention of the road-builders of each town. As for comparison a highway that carries a traffic of a hundred vehicles a day in the busy season of the year should and must receive a degree of attention and expense in proportion to this traffic as compared with a road which has but few rigs passing over it daily. Keeping in mind the fact that a large part of the yearly revenue of Sullivan county comes from outside its limits, and if those who are charged with the task of building and maintaining its highways are to foster and encourage this industry, they must steadily work to better the conditions of the main thoroughfares of the county.

TIOGA COUNTY.

There are 1,067 miles of highways in this county, all of which is located on gravel and the natural conditions are such that a very satisfactory surface may be maintained without the addition of any foreign material. No extremely bad conditions are found in any portion of the county, owing to the fact that the taxes raised for highway purposes has for several years been an amount which earn practically only two-thirds of the amount of State aid. The amounts available for highway purposes in several towns have been so small that results have not been all that could be desired. For the year 1914, a slight increase is shown and it is hoped the results obtained therefrom will justify and earn further increase in the future.

The town of Nichols has put concrete floors in place of wood on three of their bridges; also the town of Barton has reconstructed two of their bridges with solid, permanent concrete floors. The town of Spencer has purchased a steel form for concrete sluices and other towns expect to do the same next year. The sluices in the town of Owego have been and are now in poor condition, being mostly all wooden ones. However since the first of November 1913, they have bought two carloads of culvert material, one of which is already in place. During the coming sea-

son the towns expect to do a lot of culvert work, and it is hoped to have them in better shape next year. It is also planned to put concrete floors on all bridges which are strong enough, or can be made strong enough to carry them.

The roads were shaped and crowned early in the season, but on account of the dry summer, but little honing could be done; however for the most part the roads were in very fair condition, and during the fall after the rains, they were excellent. Except for sluices and bridge work, but little work of a permanent character has been done.

TOMPKINS COUNTY.

Six of the nine towns in this county are provided with steam rollers which are used for power in working road machines, and have also been utilized in building roads with a field stone base and gravel top. This plan was taken up in this county three years ago and results have been so satisfactory that more and more of this class of work is done each year.

But little macadam work has been done, but one town being equipped with a complete road-building outfit. The work of standardizing the roads generally has now proceeded to a point where a more permanent form of construction may well be taken up and it is planned by several towns in the near future to purchase crushers and begin the construction of town macadam.

The number of permanent culverts installed during the year is large, there being 432 of concrete and 40 of cast iron. Thirteen re-inforced concrete bridges have been built. The work of the concrete mixers which have been used by two of the towns has been very satisfactory, and much concrete work has been done by the aid of these mixers which probably would not have been done without them.

ULSTER COUNTY.

Highway conditions show a continuous improvement. The town superintendents have tried, as far as can be learned, to be fair and do the best they can with the money on hand toward bringing about the best conditions.

The towns of Olive and Wawarsing have voted upon a proposition to raise money for a roller and crushing outfit.

The town of Plattekill hired from the town of Shawangunk its crushing and roller outfit and put in about one and one-quarter miles of crushed stone road, the same proved satisfactory.

The towns of Ulster and Gardiner constructed concrete culverts for State and county highways under contract. The town of Shawangunk continues to construct all new bridges of concrete. So far they have proved very satisfactory, both from a financial standpoint and appearance.

The towns of Marlborough, Saugerties, Shawangunk have done nice work on macadam roads, being fully equipped to do such work.

The town superintendents have shown a disposition, to the best of their ability, to have cut and removed the weeds and brush within the highways. Out of twenty town superintendents the recent election has made changes in but ten of them, and from indications and reports I believe that the new men will be a credit to their towns.

It might be of interest to know that last year the city of New York contemplated laying a brick pavement around the Ashokan reservoir, but due to the excessive cost of same it was decided by them to put down a bituminous macadam, the contract for which was let and amounts to $690,000 and the work is now under way. It calls for a surfacing of the highways which have already been graded, such surface to be sixteen feet wide on the north side of the reservoir and fourteen feet wide on the south side; thickness of metal to be eight inches and consists of a typical water-bound macadam put down in two layers of three inches each, upon top of which is placed a two inch layer of one and one-half inch crushed stone and asphalt; this being done by the mixer method, upon top of which is placed a seal cast of asphalt and screenings.

These roads are to be maintained by the city of New York.

WARREN COUNTY.

The rules and regulations of the Highway Commission have been carried out in nearly all cases. The spring floods did a great deal of damage to our roads, culverts and bridges. This was especially true of some of the largest bridges, whose piers and abutments were damaged, so as to make it necessary to re-

build them and at the same time keep the bridge open for travel. While this is expensive at times, it should be done wherever possible.

All abutments, culverts, etc., that were carried away or damaged are being renewed or rebuilt in the most substantial manner, as in many cases the former structures were poorly constructed.

The work for the year ending October 31, 1913, has been a step in advance, although the county has hardly recovered from the spring floods, and has been unable to do as much permanent work as was planned. Many structures have been rebuilt and in some cases practically new roads constructed on new locations, the new work a considerable improvement over the old.

The cutting of brush and weeds have been enforced in this county, and with a few exceptions all of the brush and weeds have been cut by the property owners.

The work of replacing wooden structures with concrete, stone, etc., is going on, helped by floods, such as we had this year, and a number of such permanent structures have been built this summer, where they had not been planned for. And more concrete work both of culverts and bridges has been done this year than in any year previous, there being constructed 74 concrete culverts, also 91 of cast iron, and 66 reinforced concrete bridges.

WASHINGTON COUNTY.

Owing to the damage done by the spring freshets, the amount of bridge work done in this county this year has been large. A considerable proportion of the failure of bridges during the spring floods was caused by faulty foundations. In rebuilding, the aim has been to correct this mistake. In every instance plans for new foundations have been made with this end in view, wherever possible.

Short-span bridges have been constructed in nearly all instances by town superintendents. Much concrete work in the towns is showing more advance than any other portion of road work. The road work during the past year has kept the same steady advance that marked other years since work was begun under the present law. The bad places that have caused trouble with all vehicles for years are getting fewer every year. More narrow

and dangerous places are being widened and corrected from year to year. Every year more grades are being reduced; but little town macadam has as yet been attempted in the county, and the total complete mileage of this class of improvement is small. Some excellent gravel work has been done, a total of about 30 miles being built during tho year.

The permanent culvert work has been large, 283 concrete culverts being built. Also 98 cast iron put in, 19 reinforced concrete bridges were built by the Town Superintendents in addition to the steel structures by contract.

WAYNE COUNTY.

There has been more work and better work done this season than ever before. There have been 20¼ miles of town macadam built at an average cost of $1,740.22 per mile, which makes 111¼ miles in the county. There has been 51½ miles of gravel road built at a cost of $831.48 per mile, making a total of 319 miles of gravel road in the county. There have been shaped and crowned, of standard width, 77⅜ miles of road making 393 miles in the county. There have been 121 miles of road regularly honed. Eighty-seven concrete sluices have been placed in the highways at an average cost of $33.05 each. There have been 41 cast iron culverts placed in the highways at an average cost of $32.93 each. Twenty-seven concrete bridges have been built at an average cost of $522.96 each.

There have been placed in the highways of Wayne county 80,122 yards of gravel. There are in the highways of this county 26,435 feet of tile drain. There have been built 46,383 feet of guard rails to protect the traveling public in dangerous places.

Every town has a steam roller. Every town but one has a stone crusher. Every town is provided with all necessary tools to perform highway work including heavy and light road graders, hones, etc. There are nine towns which have their rollers and crushers fully paid for.

The highways have never been kept so free from loose stone in the beaten path as during the past season. Overhanging limbs have been removed, weeds and brush have never been so

thoroughly cut, and with the exception of a very few isolated places they have been well cared for.

The town superintendents have an organization which holds its meetings once a month during the winter and at these meetings all phases of road construction, concrete bridges, sluices, etc., are thoroughly discussed. This is productive of excellent results, as in this way the superintendents have the advantage of each other's personal experience, and it arouses enthusiasm, which stimulates each man to do his best.

The regular study and inspection trip which is usually held in the month of October is well attended by all town officials and it gives them some idea as to the extent of the work that is being carried on, the class and the necessity therefor which cannot be had in any other way.

Six towns in the county have adopted the patrol system and each town is so well satisfied that they say they will never do without it.

WESTCHESTER COUNTY.

But two of the towns in this county are below $25,000 per mile valuation. The average valuation for the county being high correspondingly large amounts of funds are available for highway work. In several of the towns fully as expensive work is done by these towns in improving the highways as the highways improved by the State. In those towns in which the traffic is heaviest thereby calling for a large expenditure, fortunately the revenues have been large and the series of improvements which have been made by the town in connection with that done by the State has provided an improved system covering all of the mileage on which the traffic demands are heaviest.

Much attention has been given to the maintenance of town macadam previously constructed, and each year a large amount is expended in oiling or resurfacing these roads, thereby allowing none of them to deteriorate.

On the less important roads, a large amount of improvement has been done, both by blasting rock, reducing sharp curves and steep grades. A considerable amount of very excellent concrete work has been done. Ninety-nine concrete culverts being constructed and ten reinforced concrete bridges.

WYOMING COUNTY.

At the time the present highway law became operative there was no graded system of road work in this county. Concrete bridges and culverts were hardly known, grades were not reduced and road beds were narrow, crooked and unpleasant to travelers. After having been under the care and management of the Town Highway Bureau for five years every town has adopted one general system of earth roads with straight ditch lines, twenty-four feet in width, properly crowned and in nearly every instance correct drainage. Prior to this year the *roads* have not been in proper condition for crushed stones or *gravel* surface. One town already owns a crushing plant and did a little of this class of work during the year 1912. It is expected that other towns will purchase a crushing plant and still others will start the macadam work by using imported stones.

The work of 1913 along the line of concrete bridges over five feet, and concrete and cast iron culverts under five feet, equals that of any previous year. The total receipts for the year 1913 for highways and culverts under five feet in Wyoming county was $64,247.87, of this amount $61,439.94 has been expended, leaving a balance on November 1st of $3,807.93. The total receipts for bridges during the year 1913 was $29,309.08, of this amount $27,594.17 has been expended, leaving a balance of $1,714.91. The total receipts for machinery was $4,097.07, of this amount $3,527.07 has been expended, leaving a balance of $570. Total receipts for miscellaneous, $11,611.48, of this amount $8,114.67 has been expended, leaving a balance of $3,496.81. Thirty-two re-enforced concrete bridges were built in the county at a total cost of $18,320.73.

YATES COUNTY.

The nine towns of this county with 769 miles of highways, have contributed generously to the fund for their maintenance. The roads are generally well cared for by proper crowning of same and preserving the crown by frequent honing following periods of wet weather. Plank culverts are being eliminated and superseded by cast iron or concrete.

One hundred and sixty-five cast iron and 51 concrete culverts have been built this year, and seven bridges over five feet. All concrete structures have a re-enforced concrete slab, with an earth-fill over same to conform to the grades of highway. Bridge and culvert work is carried on to conform to the rules of the Department, under the direction of town superintendent by town labor.

In several towns gravel and stone roads are being built, and in one town about 1½ miles of cinders have been placed on clay soil with good results. When the system of county highways is established, more town roads will be constructed of gravel and macadam.

More concrete work has been done by the town superintendent than in any previous year, there being constructed 51 concrete culverts, 165 of cast iron and 7 re-enforced concrete bridges. All bridges built during the year were in accordance with State standards.

INDIAN RESERVATIONS.

Following the plan of previous years, the work of putting all of the principal roads located on the Reservation in passable condition has been carried to the point where this class of work is practically completed, and a considerable amount of permanent work has been done.

The St. Regis Reservation is the only one which is equipped with a road building outfit, and in all the others, such permanent improvements as have been made, have been by gravel surfacing and cinders on clay.

The bridge problem in the Allegany Reservation is a serious one. The bridges on this reservation, if placed end to end, would reach one mile, and on the 1st of January, 1909, the general condition of these bridges was very poor. As much permanent rebuilding or repair as could be done with the appropriation available has been done each year, and at this time, all except the larger river bridges are in a satisfactory condition. Several of these will need extensive and costly repairs in the near future. Except on the Tuscarora Reservation on which are located practically no gravel deposits, and on the St. Regis Reservation which has a complete outfit for building crushed stone roads, considerable gravel surfacing has been done and at this time the prin-

cipal thoroughfares through these reservations have been entirely surfaced with a light coating of gravel.

An expensive and long needed improvement on the Cattaraugus Reservation was finished this year, being the new bridge at Versailles and filling on each side of the same.

On the St. Regis Reservation, a bridge was built near Nyando, thus providing a means for the children on the north side of the river to reach schools, also an easy access to market from that side.

On the Tuscarora Reservation, the work consists almost entirely of turnpiking, grading, draining and building permanent culverts. Some means should be provided for supplying this reservation with crushed stone with which to surface its principal highways, either by purchase or rental of plant for use on the reservation, or by the rental of one of the adjoining town plants. The general condition of the reservation roads is now such that the greater part of such appropriation as may be made by the Legislature for the coming year can be devoted to building either gravel or crushed stone roads on those portions of the main highways of the reservation which are most in need of the same, and a correspondingly good showing for the money appropriated can be made as the preparatory work which is so essential to permanent work is now mostly done.

Respectfully submitted

W. F. WILLSON,
Third Deputy.

Town of Seneca, Ontario County. Town Macadam.

STATEMENT SHOWING EXPENDITURES IN REGARD TO TOWN HIGHWAYS AND BRIDGES IN EACH TOWN.

ALBANY COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Berne	$4,566 58	$148 62	$912 66	.....	$339 07	$26 70	$76 83	$63 15	.....	$141 98	$5,569 09
Bethlehem	11,271 57	735 21	1,002 31	$13,054 48	800 81	424 08	85 30	.....	$1,551 65	.....	27,304 09
Coeymans	7,197 84	976 30	1,020 62	.....	206 91	72 75	260 99	4 88	20 00	464 90	8,316 09
Colonie	17,181 82	1,369 62	60 53	.....	997 51	230 62	308 42	.....	135 59	970 35	17,608 56
Guilderland	5,120 52	84 49	659 93	.....	93 87	255 71	53 14	47 30	445 83	7 13	6,529 29
Knox	2,699 95	48 75	392 16	.....	65	242 69	34 58	.....	.....	160 06	3,244 80
New Scotland	6,175 93	666 75	460 84	110 70	1,486 68	118 77	324 28	51 33	7 32	1,871 40	6,924 89
Rensselaerville	5,886 87	173 67	367 97	546 97	751 52	417 88	19 47	.....	29 30	1,172 71	7,248 99
Westerlo	4,973 15	322 69	522 77	.....	111 89	66 20	9 95	17 54	201 94	1,308 19	5,781 60
Total	$65,074 23	.....	$5,309 79	$13,712 15	.....	$1,855 40	.....	$184 20	$2,391 63	.....	$88,527 40

ALLEGANY COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Alfred	$5,508 93	$46 79	$1,308 24	.....	$10 88	$532 01	$0 66	$12 50	$164 13	$20 14	$7,525 81
Allen	3,524 12	12 05	427 01	$2,344 35	226 42	107 39	.....	60 35	72 59	119 35	6,535 84
Alma	3,858 96	11 45	536 61	471 93	46 00	192 56	8 80	43 90	471 89	86 44	5,575 85
Almond	6,182 14	89 83	657 16	1,368 02	557 84	83 65	16 48	23 43	104 44	94 33	8,418 84
Aneity	4,271 11	227 20	2,294 24	.....	.....	254 64	.....	27 08	454 41	124 05	7,301 48
Andover	3,483 90	898 17	763 95	305 23	1,073 15	358 43	23 39	28 70	79 55	377 05	5,019 76
Angelic	2,953 09	9 72	1,529 41	.....	147 67	407 88	61 67	4 80	703 03	168 16	5,598 21
Belfast	3,273 81	55 88	3,040 21	.....	61 24	60 05	36 20	9 95	36 00	176 28	6,420 02
Birdsall	2,918 48	682 37	857 51	732 04	.....	427 86	254 98	5 40	282 77	415 53	5,224 06
Bolivar	2,745 36	513 47	251 11	356 21	10 60	349 34	19 11	4 60	497 53	19 38	4,204 15
Burns	3,994 15	266 59	1,321 29	922 86	28 72	654 05	21 39	11 83	295 25	142 42	7,199 43
Caneadea	3,826 62	36 70	1,200 27	1,164 51	374 03	82 04	44 48	49 55	151 65	298 93	6,474 64
Centerville	3,549 40	277 66	1,034 40	.....	21 42	405 50	103 88	134 60	49 20	414 92	5,173 10
Clarksville	3,202 96	82 90	473 82	348 97	19 24	91 30	273 48	9 30	283 00	286 50	4,409 35
Cuba	3,426 96	475 90	904 65	1,124 84	198 65	374 25	99 65	10 50	99 28	122 31	5,940 48
Friendship	3,232 19	65 40	768 60	533 57	135 46	397 57	27 85	15 37	108 92	77	5,056 22
Genesee	4,108 19	244 75	247 62	.....	96 98	430 05	62 79	.....	608 27	91 73	5,394 13
Gauger	2,588 56	1,856 82	175 32	525 65	1,327 28	357 78	3 86	42 09	207 10	166 89	3,896 50
Grove	3,436 05	119 83	75 02	300 32	102 89	430 14	.....	.....	184 07	120 89	4,425 60
Hume	6,757 49	78 34	2,180 49	601 49	.....	200 00	.....	97 75	502 25	.....	10,339 47
Independence	3,699 54	300 78	272 85	738 24	61 78	315 24	7 29	8 24	474 15	19 63	5,508 26
New Hudson	3,091 41	984 71	235 99	962 81	.....	124 83	86 16	3 20	125 95	20 44	4,544 19
Rushford	3,766 09	283 25	841 15	.....	182 37	506 53	32 98	11 42	288 60	181 79	5,413 79
Scio	4,434 64	41 10	2,337 79	.....	46 63	129 25	17 42	.....	744 93	101 67	7,646 61
Ward	1,915 77	2 26	1,857 16	.....	31 11	41 10	107 37	16 10	198 08	52 89	4,028 21
Wellsville	6,301 77	321 23	1,613 47	.....	31 26	508 87	5 66	43 00	341 00	116 00	8,808 11
West Almond	2,940 76	15 33	570 57	14 77	315 66	91 42	.....	37 20	176 78	.....	3,831 50
Willing	3,613 87	547 81	404 01	824 06	18 48	332 67	5 87	.....	584 57	7 98	5,759 18
Wirt	3,901 07	314 07	140 22	1,377 47	163 44	219 80	43 87	30 60	53 93	161 42	5,723 09
Total	$110,507 39	.....	$28,320 17	$15,017 34	.....	$8,466 20	.....	$741 46	$8,343 32	.....	$171,395 88

BROOME COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Barker	$3,858 37	$5 08	$609 45	.....	$4 74	$104 60	$9 89	$5 00	$102 18	$1 70	$4,679 60
Binghamton	1,964 45	435 55	147 77	.....	214 41	62 97	87 03	23 30	.....	75 10	2,198 49
Chenango	2,204 57	860 83	191 25	$237 05	234 65	264 00	33 85	20 45	15 00	164 67	2,932 32
Colesville	8,743 81	.....	2,409 96	1,274 57	39 43	708 71	25 00	77 32	502 51	2 07	13,716 88
Conklin	2,435 93	294 74	1,082 85	.....	148 71	200 00	.....	7 17	92 17	.....	3,818 12
Dickenson	523 48	68 72	23 06	10 00	171 63	23 45	10 37	.....	.....	11 10	579 99
Fenton	3,579 80	496 36	361 68	965 31	3,002 50	162 57	322 85	18 20	33 92	150 58	5,121 48
Kirkwood	2,763 13	329 70	462 41	501 76	.....	41 71	.....	.....	16 17	71 83	3,785 18
Lisle	4,192 13	237 33	482 01	577 53	140 46	144 55	70 97	23 49	347 24	609 72	5,766 95
Maine	1,160 83	170 13	97 63	4,270 06	.....	96 59	.....	1 64	76 70	.....	5,703 45
Nanticoke	3,753 21	358 48	633 93	302 42	18 27	106 87	103 42	12 34	473 52	164 29	5,282 29
Sanford	7,951 52	101 57	523 26	.....	300 40	777 16	.....	4 00	231 56	201 02	9,487 50
Triangle	1,800 25	1,129 91	1,044 84	.....	455 50	186 84	14 49	2 08	45 00	10 75	3,079 01
Union	3,561 86	78 45	500 04	.....	2,142 74	64 24	119 95	11 82	28 54	391 44	4,166 50
Vestal	4,812 92	474 27	1,192 05	.....	425 66	383 00	79 68	17 55	99 70	309 07	6,505 22
Windsor	7,232 55	827 20	1,136 39	3,213 74	1 80	780 89	19 11	7 40	190 25	27 75	12,561 22
Total	$60,538 81	.....	$10,898 58	$11,352 44	.....	$4,108 15	.....	$231 76	$2,254 46	.....	$89,384 20

CATTARAUGUS COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Allegany	$4,604 17	$2 35	$800 00			$514 24		$3 00	$59 60	$39 60	$4,604 17
Ashford	5,735 96	18 56	1,227 94	$2,304 56	$76 15	390 24	$14 43	351 75	185 95	7 26	10,196 49
Carrollton	3,830 44	59 36	489 14		14 65	25 78	86 26		247 30	30 30	4,592 69
Cold Springs	1,377 49	43 80	970 09		276 86	82 94	46 20	5 60	17 80	91 50	2,453 92
Conewango	2,883 41	53 22	650 05	2,063 40	15 43	130 33	38 38	32 21	381 85	20 52	6,141 25
Dayton	3,128 39	3 01	336 61	3,050 40	71 23	98 93	1 97	64 30	61 33	178 18	6,730 96
East Otto	3,050 59	12 53	482 50		3 25	61 55	35 85	21 80	3 00	9 60	3,619 44
Elko	1,247 74	152 72	85 28	696 02	2 63	5 00	34 77			56 44	2,034 04
Elicottville	5,391 44	1 88	897 41		227 59	332 39		61 20	222 44	93 41	6,904 88
Farmersville	3,580 59	26 76	538 02		93 76	157 20	169 03	13 75	39 44	157 84	4,323 00
Franklinville	3,932 53	209 27	551 42		265 24	339 89	297 70	50 50	68 76	224 57	4,943 10
Freedom	4,681 53		431 30	1,364 55		477 00		68 31	479 80	255 44	7,480 49
Great Valley	4,537 66	15 47	548 04		6 30	134 83		2 00	116 37	3 53	5,338 90
Hinsdale	2,989 77	327 32	959 44	832 00	1 42	20 35	50 60	41 20	108 88	38 32	4,951 64
Humphrey	2,163 87	1,094 47	382 82			40 54	76 60	5 00	60 54	106 37	2,652 77
Ischua	3,139 53	149 47	217 23	575 02	70	51 55		1 00	49 00		4,033 33
Leon	2,275 57	729 57	564 46		651 12	102 04	34 90	30 35	24 00	129 67	2,998 42
Little Valley	1,704 59	189 15	315 89	652 65	10 00	167 29	1 56	20 85	81 83		2,943 10
Lydon	2,962 52		400 35		10 85	59 24	16	13 50	27 00	163 70	3,462 61
Machias	3,762 77	127 30	368 10		88	163 34	64 09	154 90	7 20	143 70	4,456 31
Mansfield	3,729 30	2 87	631 77		37 73	461 45	13 58	4 60	316 97	1 28	5,144 09
Napoli	2,450 56	12 86	368 90	630 02	143 98	66 55	1 38	40 90	68 45	9 42	3,625 38
New Albion	5,161 42	8 76	660 14	2,952 68	178 18	260 37	30 27	71 92	352 85	38 58	9,459 38
Olean	2,914 28	291 27	366 92	567 69	160 48	170 93	1 59		36 00	353 30	4,055 82
Otto	3,110 84	50 84	1,784 29		1 75	99 18	3 71	47 24	452 90	5 33	5,494 45
Perrysburgh	3,159 72	78 26	148 72		17 45	192 73	128 11	129 85	78 00	72 71	3,709 02
Persia	2,201 95		394 60	3,530 25		469 30		185 75	242 73	3 00	7,024 58
Portville	2,923 77	118 58	886 80	18,713 12	376 83	32 04	59 96	5 60	13 00	110 99	22,574 33
Randolph	5,621 46	27 08	1,170 69	1,104 66		255 59		22 15	177 85		8,352 40
Red House	2,198 16	99 62	366 52	516 40		104 87		19 80	224 52	19 20	3,430 27
Salamanca	1,342 97	427 34	810 00		17 31	16 99	41 34		118 99	53 83	2,288 85
South Valley	2,210 68	13 75	330 27		62 80	163 96		132 77	19 82	37 02	2,724 73
Yorkshire	3,448 47	174 57	294 95			102 46			22 87		4,001 22
Total	$107,434 14		$19,230 66	$39,553 42		$5,751 00		$1,599 80	$1,366 74		$177,935 76

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Aurilius	$4,949 48	$2 18	.....	$1,087 45	$28 38	$120 93	$178 56	$3 55	$656 04	.....	$6,817 45
Brutus	2,998 29	768 17	$397 64	.....	47 36	322 21	.....	119 73	91 09	$634 95	3,928 96
Cato	2,414 18	.....	130 84	.....	54 57	177 67	7 71	167 32	41 29	46 64	2,931 30
Conquest	3,121 69	27 71	7 52	968 34	187 55	117 15	19 29	46 01	453 95	4	4,714 66
Fleming	2,470 81	25 62	44 20	271 57	96 78	335 85	.....	1 00	92 14	346 91	3,215 57
Genoa	2,967 39	217 16	140 85	.....	117 94	153 50	118 59	.....	14 55	133 57	3,276 29
Ira	2,510 93	168 39	105 56	419 27	81 08	110 55	56 89	200 84	.....	303 19	3,347 15
Ledyard	8,140 72	34 00	48 73	358 37	248 12	157 59	.....	.....	95 46	148 83	8,800 87
Locke	2,771 31	64 01	251 95	406 20	.....	172 50	.....	16 55	242 04	7 91	3,860 55
Mentz	3,868 25	.....	56 92	.....	127 75	730 91	.....	40 16	576 82	126 02	5,273 06
Montezuma	3,498 70	30	273 70	.....	81 56	37 90	141 49	25 90	170 70	176 80	4,006 90
Moravia	3,525 49	659 38	107 28	.....	392 72	277 71	.....	24 76	80 71	194 53	4,015 95
Niles	3,448 49	17 08	706 80	1,388 16	.....	125 36	6 95	44 23	453 62	13 47	6,166 66
Owasco	3,602 56	.....	300 00	.....	.....	37 19	112 81	60	123 37	26 03	4,063 72
Scipio	3,403 84	20 68	4 50	183 15	342 44	459 10	.....	4 55	272 22	270 08	4,327 36
Sennett	2,616 71	21 97	35 40	.....	239 60	24 18	75 82	24 75	38 10	289 35	2,739 14
Springport	5,749 01	1 51	100 00	.....	14 52	376 52	141 42	190 31	562 72	.....	6,978 56
Sterling	2,923 67	1,128 74	4 44	1,333 96	125 44	114 16	.....	.....	233 91	152 71	4,610 14
Summerhill	5,897 32	1 00	567 51	19 87	212 62	558 78	.....	456 23	146 67	132 96	7,646 38
Throop	1,979 67	10 15	116 84	141 34	158 85	374 28	11 87	40 10	329 99	.....	2,982 22
Venice	2,561 32	78 49	266 75	.....	.....	145 84	5 10	7 30	210 26	203 21	3,191 45
Victory	3,686 80	440 99	28 89	576 60	.....	94 28	43 12	2 62	196 84	268 36	4,586 03
Sempronius	3,672 35	18 82	211 43	.....	136 11	67 26	14 17	183 36	107 96	236 62	4,242 36
Total	$82,778 98	.....	$3,907 73	$7,154 28	.....	$5,091 42	.....	$1,599 87	$5,190 45	.....	$105,722 73

STATEMENT SHOWING EXPENDITURES IN REGARD TO TOWN HIGHWAYS AND BRIDGES IN EACH TOWN.

ALBANY COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Berne	$4,566 58	$148 62	$912 66	.....	$339 07	$26 70	$76 83	$63 15	.....	$141 98	$5,569 09
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Coeymans	7,197 84	976 30	1,020 62	.....	206 91	72 75	260 99	4 88	20 00	464 90	8,316 09
Colonie	17,181 82	1,369 62	60 53	.....	997 51	230 62	308 42	.....	135 59	970 35	17,608 56
Guilderland	5,120 52	84 49	659 93	.....	93 87	255 71	53 14	47 30	445 83	7 13	6,529 29
Knox	2,699 95	48 75	302 16	.....	65	242 69	34 58	.....	.....	160 08	3,244 80
New Scotland	6,175 93	666 75	460 84	110 70	1,486 68	118 77	324 28	51 33	7 32	1,871 40	6,924 89
Rensselaerville	5,886 87	173 67	367 97	546 97	751 52	417 88	19 47	.....	29 30	1,172 71	7,248 99
Westerlo	4,973 15	322 69	522 77	.....	111 89	66 20	9 95	17 54	201 94	1,308 19	5,781 60
Total	$65,074 23	.....	$5,309 79	$13,712 15	.....	$1,855 40	.....	$184 20	$2,391 63	.....	$88,527 40

CHEMUNG COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Bonstruction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Ashland	$1,944 88	$156 89	$1,063 54	$4 00	$20 22	$95 89	.....	$290 65	$691 73	.....	$4,090 69
Baldwin	2,174 00	43 38	296 29	.....	256 48	225 03	$0 37	.....	31 08	$14 41	2,726 40
Big Flats	3,250 79	191 98	961 35	.....	46 48	188 70	38 74	1 40	367 18	111 59	4,769 42
Catlin	3,585 83	103 43	424 17	1,014 87	46 83	91 46	4 49	24 46	438 00	34 11	5,578 79
Chemung	6,588 34	11 27	4,549 04	812 00	1,555 74	92 11	78 29	6 00	517 82	10 78	12,565 31
Elmira	2,330 01	25	358 00	.....	10 67	90 76	72	12 80	52 65	11 94	2,844 22
Erin	4,212 78	4 47	236 45	.....	220 42	160 95	39 05	5 75	50 00	69 25	4,665 93
Horseheads	4,395 79	27 40	1,210 37	.....	.....	117 87	82 13	.....	819 32	119 26	6,543 35
Southport	4,909 90	254 02	1,028 94	.....	1,015 19	393 08	67 80	.....	315 82	.....	6,647 74
Van Etten	4,073 65	33	1,082 37	.....	37 90	242 68	10 81	24 28	575 72	.....	5,998 70
Veteran	5,189 36	14 94	461 37	.....	3 96	216 61	3 00	11 14	313 11	2 97	6,191 59
Total	$42,655 33	.....	$11,671 89	$1,830 87	.....	$1,915 14	.....	$376 48	$4,172 43	.....	$62,622 14

CATTARAUGUS COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Allegany	$4,604 17	$2 35	$600 00	.....	.....	$514 24	.....	$3 00	$59 60	$39 60	$4,604 17
Ashford	5,735 96	18 56	1,227 94	$2,304 58	$76 15	390 24	$14 43	351 75	185 95	7 26	10,196 40
Carrollton	3,850 44	59 36	489 14	.....	14 65	25 78	86 26	.....	247 30	30 39	4,592 68
Cold Springs	1,377 49	43 80	970 09	.....	276 86	82 94	46 20	5 60	17 80	94 50	2,453 92
Conewango	2,883 41	53 22	650 05	2,063 40	15 43	130 33	38 36	32 21	381 85	20 52	6,141 25
Dayton	3,128 39	3 01	336 61	3,050 40	71 23	98 93	1 97	64 30	61 33	178 18	6,739 96
East Otto	3,050 59	12 53	482 50	.....	3 25	61 55	35 85	21 80	3 00	9 60	3,619 44
Elko	1,247 74	152 72	85 28	696 02	2 63	5 00	34 77	.....	.....	56 44	2,034 04
Elicottville	5,391 44	1 88	897 41	.....	227 59	332 39	.....	61 20	222 44	96 41	6,904 88
Farmersville	3,580 59	26 76	538 02	.....	93 76	157 20	169 05	13 75	39 44	157 84	4,329 00
Franklinville	3,932 53	209 27	551 42	.....	265 24	339 89	297 70	50 50	68 76	224 57	4,943 10
Freedom	4,681 53	.....	431 30	1,364 55	.....	477 00	.....	66 31	479 80	255 44	7,480 49
Great Valley	4,537 66	15 47	548 04	.....	6 30	134 83	.....	2 00	116 37	3 53	5,338 90
Hinsdale	2,989 77	327 32	959 44	832 00	1 42	20 35	50 60	41 20	108 88	38 32	4,951 64
Humphrey	2,163 87	1,094 47	382 82	.....	.....	40 54	76 60	5 00	60 51	106 37	2,652 77
Ischua	3,139 53	149 47	217 23	575 02	70	51 55	.....	1 00	49 00	.....	4,033 33
Leon	2,275 57	729 57	564 46	.....	651 12	102 04	34 90	30 35	24 00	129 67	2,996 42
Little Valley	1,704 59	189 15	315 89	652 65	10 00	167 29	1 56	20 85	81 83	.....	2,943 10
Lydon	2,962 52	.....	400 35	.....	10 85	59 24	16	13 50	27 00	163 70	3,462 61
Machias	3,762 77	127 30	368 10	.....	88	163 34	64 09	154 90	7 20	143 70	4,456 31
Mansfield	3,729 30	2 87	631 77	.....	37 73	461 45	18 58	4 60	316 97	1 28	5,144 09
Napoli	2,450 56	12 86	368 90	630 02	143 98	66 55	1 38	40 90	68 45	9 42	3,625 38
New Albion	5,161 42	8 76	660 14	2,952 68	178 18	260 37	30 27	71 92	352 85	38 58	9,459 38
Olean	2,914 28	291 27	366 92	567 69	160 46	170 93	1 59	.....	36 00	353 30	4,055 82
Otto	3,110 84	50 84	1,784 29	.....	1 75	99 18	3 71	47 24	452 90	5 33	5,494 45
Perrysburgh	3,159 72	78 26	148 72	.....	17 45	192 73	128 11	129 85	78 00	72 71	3,709 02
Persia	2,201 95	.....	394 60	3,530 25	.....	469 30	.....	185 75	242 73	3 00	7,024 58
Portville	2,923 77	118 58	886 80	18,713 12	376 83	32 04	59 96	5 60	13 00	110 99	22,574 33
Randolph	5,621 46	27 08	1,170 69	1,104 66	.....	255 59	.....	22 15	177 85	.....	8,352 40
Red House	2,198 16	99 62	366 52	516 40	.....	104 87	.....	19 80	224 52	19 20	3,430 27
Salamanca	1,342 97	427 34	810 00	.....	17 31	16 90	41 34	.....	118 99	53 83	2,288 85
South Valley	2,210 68	13 75	330 27	.....	62 80	163 96	.....	.....	19 82	37 02	2,724 73
Yorkshire	3,448 47	174 57	294 95	.....	.....	102 46	.....	132 77	22 57	.....	4,001 22
Total	$107,434 14	.....	$19,230 66	$39,553 42	.....	$5,751 00	.....	$1,599 80	$4,366 74	.....	$177,935 76

CLINTON COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Altona	$4,090 63	.....	$125 63	$218 75	$0 77	$121 83	$79 86	$79 25	$397 90	$51 92	$5,033 99
Ausable	2,423 66	$85 51	75 57	872 84	.....	103 69	17 80	16 35	106 00	27 65	3,598 11
Beekmantown	2,966 75	484 20	23 90	1,133 77	.....	187 39	.....	19 60	127 27	655 90	4,458 68
Black Brook	5,815 00	.....	800 00	.....	.....	200 00	.....	102 95	397 05	.....	7,315 00
Champlain	3,234 33	118 76	1,307 31	760 00	390 36	490 28	22 44	54 81	1,378 30	65 15	7,225 03
Chazy	4,591 68	.....	2,102 47	1,051 64	.....	150 00	.....	148 29	1,418 03	.....	9,462 11
Clinton	4,881 72	05	402 15	.....	.....	135 00	.....	228 18	85 31	.....	5,732 36
Dannemora	2,726 32	298 68	104 08	.....	145 92	161 85	.....	12 75	41 95	124 69	3,046 95
Ellenburgh	5,835 01	159 66	542 49	1,127 60	.....	111 31	.....	212 17	1,002 24	45	8,830 82
Moores	6,964 98	98 27	993 04	1,148 00	1 70	655 56	16 94	311 23	890 19	24 78	10,963 00
Peru	4,671 21	.....	1,750 00	.....	.....	200 00	.....	80 45	344 55	.....	7,046 21
Plattsburgh	4,197 06	44	734 40	248 60	128 24	243 86	.....	13 50	459 09	.....	5,896 51
Saranac	6,894 41	198 48	449 43	.....	265 66	222 26	20 30	781 62	572 00	134 15	8,919 72
Schuyler Falls	2,230 19	281 14	712 49	.....	65 73	123 72	22 83	13 60	796 64	34 76	3,876 64
Total	$61,522 95	.....	$10,122 96	$6,561 20	.....	$3,106 75	.....	$2,074 75	$8,016 52	.....	$91,405 13

Road Shown on Pages 140 and 146. Improvement Completed.

CORTLAND COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Cincinnatus	$1,834 29	$1,354 38	$351 10	.....	$33 29	$36 51	$19 49	.....	$21 00	$118 51	$2,242 90
Cortlandville	4,360 74	59 34	1,087 41	$124 99	117 47	325 48	74 52	$148 70	151 53	50 96	6,198 85
Cuyler	2,862 30	9 29	672 91	.....	9 55	55 83	1 17	.....	163 01	6 19	3,754 05
Freetown	1,814 96	28 96	161 87	165 60	42 39	366 30	10 61	6 05	118 00	62	2,632 78
Hartford	1,855 18	199 75	334 49	10 42	195 85	46 38	128 62	8 10	194 12	135 69	2,448 69
Homer	3,807 36	300 98	830 18	3,559 82	.....	125 45	9 68	2 00	308 71	214 00	8,633 52
Lapeer	2,309 69	85 83	133 86	.....	80 60	62 98	48 57	4 80	27 80	162 88	2,539 13
Marathon	3,029 27	55 73	569 71	.....	.....	247 24	306 52	7 00	54 41	294 25	3,907 63
Preble	2,108 47	255 75	117 02	.....	.....	146 95	41 90	.....	89 82	6 65	2,462 26
Scott	1,890 42	90 96	450 15	130 83	11 91	63 30	85 99	.....	100 00	.....	2,634 70
Solon	1,985 72	581 16	478 93	489 69	.....	91 73	6 00	21 00	55 47	14 05	3,122 54
Taylor	2,601 14	327 26	164 85	100 10	111 60	41 41	173 23	.....	273 69	164 41	3,181 19
Truxton	3,607 49	18 82	669 22	.....	47 64	49 41	59 03	1 76	5 00	109 55	4,332 88
Virgil	3,396 66	125 39	478 39	170 00	228 56	117 53	.....	85 00	162 54	64 46	4,410 12
Willet	2,368 18	157 54	110 55	547 48	45 43	42 32	85 62	3 10	.....	123 77	3,071 63
Total	$39,831 87	.....	$6,610 64	$5,298 93	.....	$1,818 82	.....	$287 51	$1,725 19	.....	$55,572 87

DELAWARE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Andes	$5,989 77	$20 35	$909 66	$416 50	$0 60	$1,015 51	$23 42	$21 94	$929 53	$34 23	$9,282 91
Bovina	3,251 09	30 73	841 03	751 41	1 45	418 41	.....	3 50	123 48	44 58	5,388 92
Colchester	11,137 10	47 16	3,566 89	10 00	18 60	865 89	12 33	.....	211 91	3 64	15,791 79
Davenport	4,011 45	63 98	751 92	.....	10 62	81 31	23 30	33 56	82 10	188 44	4,960 34
Delhi	5,953 17	173 26	1,105 35	289 13	126 21	735 91	64 94	20 90	320 45	19 49	8,424 94
Deposit	3,613 46	18 86	364 03	15 00	.....	230 17	2 11	11 90	63 90	.....	4,298 46
Franklin	6,476 15	55 51	540 94	475 38	326 41	208 64	13 28	24 30	285 92	96 39	8,011 33
Hamden	4,824 25	243 31	387 02	.....	543 87	292 57	25 30	1 00	303 44	69 34	5,808 28
Hancock	14,671 28	9 73	3,507 94	480 72	54 08	724 95	2 81	.....	1,390 38	15 50	20,981 27
Harpersfield	4,055 92	13 24	235 61	458 81	20 66	91 63	108 12	17 85	269 35	79 80	5,129 20
Kortright	6,120 29	578 21	403 56	.....	103 13	248 30	75 70	.....	171 40	34 12	6,943 55
Masonville	3,442 07	65 21	116 76	.....	13 74	528 83	.....	.....	95 27	19 16	4,182 93
Meredith	6,154 85	.....	238 55	531 67	.....	462 07	13 60	.....	191 05	.....	7,638 19
Middletown	9,622 46	10 45	1,715 02	802 79	367 77	236 69	1 34	13 64	1,931 23	19 53	14,321 83
Roxbury	7,775 86	18 45	331 01	269 40	216 07	367 62	71 75	37 18	205 70	407 43	8,986 77
Sidney	5,236 31	173 13	937 10	293 42	795 06	122 20	200 81	42 17	426 75	288 75	7,057 95
Stamford	3,612 35	754 38	142 05	257 95	.....	313 38	50 22	15 85	383 11	.....	4,724 69
Tompkins	6,048 46	73 05	261 54	.....	19	141 79	1 44	4 50	157 75	.....	7,214 04
Walton	8,333 80	13 26	1,624 69	607 77	.....	470 90	.....	31 70	1,078 48	156 62	12,147 34
Total	$120,930 09	.....	$18,040 67	$5,665 98	.....	$7,556 80	.....	$279 99	$8,821 20	.....	$161,294 73

DUTCHESS COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Amenia	$7,299 85	.....	$584 48	.....	$194 11	$89 84	$12 68	.....	$1 00	$416 15	$7,075 17
Beekman	3,337 92	$93 94	357 60	.....	.....	77 85	34 39	$5 60	12 57	107 83	3,791 63
Clinton	4,027 29	113 46	443 09	$130 39	88 41	87 93	5 80	.....	46 07	422 25	4,734 77
Dover	5,016 50	1,638 16	508 31	735 51	.....	296 17	81 59	.....	176 48	268 25	6,732 97
East Fishkill	5,938 16	66 20	927 10	.....	.....	149 60	.....	6 20	1,114 27	.....	8,135 33
Fishkill	5,287 81	644 72	890 10	.....	868 01	36 20	18 73	.....	150 00	257 91	6,364 11
Hyde Park	8,004 21	.....	624 69	1,051 83	.....	265 74	15 11	30 10	819 99	151 44	10,796 56
La Grange	5,095 00	208 18	770 37	.....	388 76	197 07	2 93	.....	390 70	255 83	6,453 14
Milan	3,072 89	301 21	400 50	.....	27 50	256 16	.....	.....	56 16	172 87	3,785 71
North East	4,708 96	38 96	148 50	1,797 77	210 17	229 36	66 30	27 76	364 10	710 84	7,276 45
Pawling	23,414 04	345 38	2,518 29	.....	924 11	1,024 31	20 05	30 00	1,053 24	4 00	28,039 88
Pine Plains	3,033 59	514 14	262 30	.....	132 02	49 80	29 83	.....	.....	489 52	3,345 69
Pleasant Valley	4,165 93	111 75	307 19	.....	42 68	277 25	.....	.....	189 65	162 21	4,940 02
Poughkeepsie	8,497 85	1,246 95	184 22	389 79	.....	1,508 59	.....	.....	56 60	336 39	10,637 05
Red Hook	6,027 79	7 13	186 45	.....	224 07	1,036 41	.....	18 15	.....	51 44	7,268 80
Rhinebeck	9,474 52	.....	225 08	886 51	82 15	730 13	.....	.....	970 12	88 48	12,286 36
Stamford	4,000 00	.....	511 04	683 00	66 93	61 35	19 70	.....	300 00	.....	5,555 39
Union Vale	4,351 34	125 77	125 62	1,722 57	298 94	148 92	.....	.....	138 62	246 82	6,487 07
Wappinger	3,689 78	1,142 95	757 47	.....	249 93	65 78	36 50	3 00	12 00	185 49	4,528 03
Washington	8,967 00	.....	471 92	984 14	43 94	442 24	.....	.....	2,655 52	.....	13,520 82
Total	$127,410 43	.....	$11,204 41	$8,381 51	.....	$7,030 70	.....	$120 81	$8,507 09	.....	$162,654 95

CHENANGO COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Afton	$4,735 95	.....	$1,151 28	$753 50	$373 61	$47 13	$159 60	$7 50	$25 00	$74 71	$6,720 36
Bainbridge	3,165 66	.....	1,883 46	758 01	9 56	642 93	24 75	4 80	25 64	93 14	6,480 50
Columbus	3,142 02	$331 57	245 89	329 95	.....	461 60	52	3 00	128 51	.....	4,310 97
Coventry	3,079 54	30 37	72 93	655 52	105 30	5 50	115 75	.....	3 00	44 34	3,816 49
German	1,374 37	4 77	52 81	.....	48	22 03	14 23	.....	72 97	15 09	1,522 18
Greene	6,896 76	152 03	482 46	.....	81 73	575 40	74 23	12 60	187 00	351 40	8,154 22
Guilford	7,123 81	64 42	1,117 49	373 49	.....	218 73	154 83	6 30	400 41	6 39	9,240 23
Lincklean	2,096 52	73 81	381 62	.....	35 38	75 34	33 38	55 80	20 00	81 40	2,629 28
McDonough	2,418 45	85 82	142 51	.....	.....	50 00	.....	.....	42 45	.....	2,653 41
New Berlin	4,516 85	566 95	681 90	.....	73 85	447 83	140 95	.....	127 00	76 11	5,773 58
North Norwich	2,384 50	58 60	560 31	.....	60 07	61 45	3 17	.....	41 40	25 75	3,047 66
Norwich	4,938 44	303 69	684 70	.....	27 91	77 81	154 29	.....	89 40	29 57	5,790 35
Otselic	4,085 35	3 61	132 43	250 82	14 85	10 05	14 95	21 80	59 00	19 89	4,559 45
Oxford	4,910 77	23 02	408 24	.....	434 12	282 91	96 94	3 60	106 24	162 83	5,711 76
Pharsalia	2,302 20	294 78	150 92	.....	64 11	28 20	50 98	.....	88 61	39 96	2,569 93
Pitcher	2,210 62	13 14	188 96	243 07	.....	46 83	22 50	.....	100 00	.....	2,789 48
Plymouth	2,943 73	157 05	628 99	.....	40 76	427 13	.....	.....	83 80	.....	4,083 65
Preston	2,615 82	114 45	103 84	167 38	157 00	244 50	66 36	.....	24 00	139 05	3,155 54
Sherburne	5,605 44	523 73	1,273 95	.....	52 79	480 88	1 39	3 00	344 50	38	7,707 77
Smithville	4,754 26	.....	516 90	71 84	13 55	113 37	5 20	.....	67 63	33 99	5,524 00
Smyrna	3,381 51	137 01	300 89	972 54	12 22	245 49	59 00	.....	233 29	6 54	5,133 72
Total	$78,682 57	.....	$11,162 48	$4,576 12	.....	$4,565 11	.....	$118 40	$2,269 85	.....	$101,374 53

ESSEX COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Chesterfield	$4,597 94	.....	$527 27	$15 75	.....	$200 00	.....	.....	$1,012 64	$43 83	$6,353 60
Crown Point	4,665 06	$6 94	1,259 05	8 35	.....	18 30	$42 77	$25 22	362 08	584 85	6,338 06
Elizabethtown	2,919 60	34 33	678 70	4,416 45	$8 36	154 83	.....	62 58	245 56	02	8,477 72
Essex	3,075 32	374 06	214 09	154 38	109 56	52 11	3 72	.....	323 94	162 76	3,819 84
Jay	4,433 10	80 51	798 17	.....	394 55	287 17	.....	139 91	960 09	.....	6,618 44
Keene	5,452 57	65 82	691 66	813 00	5 34	26 85	23 15	183 28	873 30	24 58	8,040 66
Louis	3,881 70	.....	201 22	488 25	10 53	68 20	33 27	.....	648 77	489 73	5,288 14
Minerva	4,923 14	76 86	500 00	.....	.....	108 26	.....	327 60	1,349 53	.....	7,208 53
Moriah	11,463 83	305 73	264 18	1,069 43	1,976 88	586 84	679 81	256 39	1,206 34	121 64	15,856 91
Newcomb	3,382 27	93 56	37 00	1,829 51	.....	201 24	.....	.....	733 92	.....	6,183 94
North Elba	6,673 50	324 10	386 17	1,728 90	441 15	815 02	.....	156 35	1,296 27	256 40	11,056 21
North Hudson	3,578 29	7 57	1,702 73	.....	35	38 55	47 20	.....	1,166 44	4 60	6,486 01
St. Armond	1,446 49	781 13	25 50	.....	216 64	26 90	74 67	.....	345 64	561 47	1,844 73
Schroon	4,320 39	.....	360 45	754 64	.....	325 00	.....	.....	1,223 69	.....	6,984 17
Ticonderoga	8,355 46	154 01	624 19	3,051 75	1,187 93	1,107 39	769 91	218 14	1,018 80	746 08	14,375 73
Westport	3,004 25	.....	270 62	510 57	23 54	201 37	.....	19 72	597 11	547 22	4,603 64
Willsboro	2,780 48	356 69	214 08	.....	49 48	93 86	56 14	.....	1,335 14	523 64	4,423 56
Wilmington	2,094 69	49 52	205 88	.....	144 12	55 47	44 53	63 59	631 00	133 68	3,050 63
Total	$81,048 28	.....	$8,960 96	$14,840 98	.....	$4,367 36	.....	$1,452 78	$16,330 26	.....	$127,000 62

FRANKLIN COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Altamont	$7,154 20	$121 65	$323 97	.....	$93 89	$323 41	.....	$90 88	$253 50	$5 62	$8,145 96
Bangor	7,001 44	64 55	2,339 71	.....	.....	818 90	.....	253 50	913 88	.....	11,327 43
Belmont	3,845 66	.....	474 09	$313 64	.....	117 11	$23 64	239 35	113 35	752 05	5,103 20
Bombay	2,099 88	60 12	894 08	.....	402 74	1,221 57	110 08	61 11	386 75	241 56	4,663 39
Brandon	1,626 68	116 05	185 85	.....	.....	30 78	43 22	84 85	25 53	207 72	1,953 69
Brighton	6,289 78	148 34	125 24	1,173 67	277 62	191 46	8 54	310 45	59 61	576 54	8,150 21
Burke	3,772 52	66	512 13	105 83	45	309 00	23	220 87	142 82	.....	5,063 17
Chateaugay	5,348 93	3 07	918 18	616 66	.....	591 82	.....	192 91	64 75	742 34	7,733 25
Constable	2,566 51	.....	583 32	53 22	24 25	141 77	.....	52 75	118 44	133 87	3,516 01
Dickenson	2,091 39	220 56	264 40	.....	117 45	36 46	48 08	102 01	21 80	297 99	2,516 06
Duane	1,966 33	194 11	213 95	473 21	62 84	324 60	125 40	145 65	137 03	240 69	3,260 77
Fort Covington	3,483 34	.....	1,486 65	1,488 89	35 74	366 71	.....	86 15	122 47	191 38	7,034 21
Franklin	8,445 07	682 50	156 81	940 83	.....	407 88	.....	398 87	801 13	.....	11,150 59
Harrietstown	9,121 20	514 05	1,844 69	.....	.....	500 00	.....	60 45	1,024 91	.....	12,551 25
Malone	9,273 52	.....	953 86	3,666 65	.....	98 95	105 00	460 44	65 33	53 71	14,518 75
Moira	4,304 08	78 53	662 07	.....	876 08	71 77	94 39	123 16	1,146 00	176 15	6,307 08
Santa Clara	3,788 26	1,342 02	47 73	.....	588 10	1 50	524 90	49 50	103 00	1,416 51	3,989 99
Waverly	3,963 36	145 59	868 95	250 00	174 31	502 29	10 00	111 20	4,993 17	242 82	10,688 97
Westville	2,051 10	16 82	178 96	778 06	52 98	54 30	26 24	61 57	285 10	5 88	3,409 09
Total	$88,193 25	.....	$13,034 64	$9,860 66	.....	$6,110 28	.....	$3,105 67	$10,778 57	.....	$131,083 07

FULTON COUNTY.

TOWNS	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Bleecker	$2,857 22	$6 71	$494 23	$259 00	$26 19	$184 91	$20 62	$27 80	$254 58	$21 12	$4,077 74
Broadalbin	2,431 31	45 18	1,053 19	1,677 00	.....	200 00	.....	.....	500 00	.....	5,861 50
Caroga	3,127 72	.....	1,052 70	147 30	.....	117 50	.....	33 13	316 87	.....	4,795 22
Ephratah	2,603 14	.....	801 11	.....	.....	69 00	.....	127 24	370 76	2 00	3,971 25
Johnstown	8,824 11	1 00	1,614 35	144 51	.....	1,513 57	.....	129 31	977 43	421 17	13,203 28
Mayfield	4,050 40	432 50	362 85	.....	37 15	162 39	67 17	15 80	87 85	605 35	4,679 29
Northampton	2,810 19	33 12	951 64	306 50	1 59	101 94	.....	28 55	414 10	7 35	4,612 92
Oppenheim	3,614 55	135 42	793 85	50	139 81	198 55	7 32	150 05	12 00	337 95	4,769 50
Perth	2,627 25	.....	205 60	1,162 00	.....	139 65	15 90	24 80	32 77	242 43	4,192 07
Stratford	1,461 21	3 60	542 24	718 08	.....	50 67	.....	4 30	574 20	.....	3,350 70
Total	$34,407 10	.....	$7,871 76	$4,414 89	.....	$2,738 18	.....	$540 98	$3,540 56	.....	$53,513 47

GENESEE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Alabama	$6,372 68	$250 73	$489 22	$1,000 00	$1,359 54	$198 40	$747 18	$400 40	$196 84	$447 94	$8,657 54
Alexander	5,480 59	.....	661 89	1,978 00	.....	453 04	.....	430 69	17 41	111 90	9,021 62
Batavia	7,344 00	33 88	1,370 91	600 00	.....	605 30	.....	777 55	200 45	22 00	10,898 21
Bergen	4,103 73	198 37	316 50	775 55	61 17	542 35	17 34	304 45	262 03	341 40	6,304 61
Bethany	5,311 33	285 43	552 75	.....	302 67	327 63	222 10	616 97	3 00	75 19	6,811 68
Byran	4,882 80	476 67	622 00	.....	96 33	367 17	.....	533 92	4 00	.....	6,410 49
Darien	6,782 16	339 67	341 72	.....	192 29	365 35	46 32	738 35	25 20	9 28	8,252 78
Elba	4,870 56	117 20	576 96	.....	776 68	336 81	.....	425 90	8 71	.....	6,218 94
Le Roy	4,805 37	2,625 40	211 20	486 74	1,129 82	316 78	95 84	445 36	36 80	257 96	6,302 25
Oakfield	3,647 35	246 90	475 31	966 35	265 04	172 39	175 82	258 54	5 00	247 15	5,525 54
Pavilion	5,550 84	798 08	19 05	.....	924 37	235 22	203 59	381 26	.....	404 69	6,186 37
Pembroke	5,801 35	106 31	454 48	298 92	72 91	491 01	70 40	344 25	163 90	12 65	7,553 91
Stafford	4,734 44	102 92	65 98	.....	85 83	163 17	12	552 50	195 12	266 38	5,711 21
Total	$69,687 20	.....	$6,158 57	$6,105 56	.....	$4,574 62	.....	$6,210 14	$1,119 06	.....	$93,855 15

GREENE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Ashland	1,545 00	$4 66	$248 89	.....	$75 05	$26 45	$16 41	.....	$15 15	$35 49	$1,835 49
Athens	2,328 95	187 29	136 15	.....	63 85	241 64	.....	.....	112 40	4 10	2,819 14
Cairo	3,935 00	105 75	863 53	.....	.....	279 08	.....	.....	61 18	128 29	5,138 79
Catskill	10,490 21	12 35	810 63	$1,060 29	66 06	295 99	147 89	.....	389 01	174 34	13,046 13
Coxsackie	5,289 55	.....	655 97	.....	209 03	168 20	201 57	.....	320 40	419 79	6,434 12
Durham	4,367 35	147 97	624 61	.....	.....	300 00	.....	$12 11	106 58	381 31	5,410 65
Greenville	4,337 67	2 35	352 30	378 50	.....	135 04	.....	.....	124 01	153 40	5,327 52
Halcott	1,065 72	1 01	132 05	96 38	1 42	31 58	1 63	.....	130 07	1 14	1,455 80
Hunter	36,012 30	650 10	212 45	1,966 81	596 78	542 08	81 08	.....	441 72	223 69	39,175 36
Jewett	3,501 98	2 02	528 19	200 07	9 49	40 33	.....	.....	50 00	.....	4,320 57
Lexington	3,477 46	304 26	731 85	.....	.....	227 30	03	.....	181 70	16 75	4,618 31
New Baltimore	5,020 92	54 19	84 66	277 25	177 60	183 45	16 55	15 00	473 40	119 57	6,054 68
Prattsville	1,297 80	34 74	298 74	.....	7 58	43 35	8 89	.....	53 40	1 56	1,693 29
Windham	2,736 98	48 52	896 48	586 00	17 52	25 00	.....	.....	331 82	.....	4,576 28
Total	$85,406 89	.....	$6,576 50	$4,565 30	.....	$2,539 49	.....	$27 11	$2,790 84	.....	$101,906 13

HAMILTON COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Arietta	$5,585 35	$0 86	$1,113 76	$635 75	$384 85	$442 24	.....	$110 50	$896 10	$493 40	$8,783 70
Benson	1,618 43	88 87	173 14	.....	26 86	68 82	$81 18	42 60	83 50	193 92	1,986 49
Hope	1,505 61	.....	155 97	.....	.....	240 00	.....	82 45	108 95	21 23	2,092 98
Indian Lake	6,122 53	.....	737 71	1,925 03	.....	500 00	.....	42 62	1,207 94	.....	10,535 83
Inlet	1,456 40	275 41	223 48	.....	.....	64 21	.....	.....	237 09	130 32	1,981 18
Lake Pleasant	4,732 39	1,164 17	342 36	.....	678 10	115 84	426 18	.....	377 70	672 84	5,568 29
Long Lake	7,463 42	.....	2,030 72	.....	293 07	550 91	.....	168 00	1,429 17	.....	11,642 22
Morehouse	3,568 80	9 96	681 72	.....	.....	469 44	.....	238 18	654 20	7 62	5,612 34
Wells	3,090 51	64 49	391 30	.....	181 28	24 10	39 27	136 90	302 93	35 17	3,945 74
Total	$35,143 44	.....	$5,850 16	$2,560 78	.....	$2,475 56	.....	$821 25	$5,297 58	.....	$52,148 77

Near Covington, Franklin County. Road Across Ellsworth Flats, Covered With Water Several Weeks Every Spring. Base of Road Built of Boulders and Cobblestones 3 feet deep.

HERKIMER COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Columbia	$3,901 06	$66 33	$150 04	.....	$49 96	$193 60	.....	.....	$108 60	$39 02	$4,353 30
Danube	3,040 68	56 12	483 20	.....	222 06	472 86	$77 14	$130 77	165 00	125 39	4,292 51
Fairfield	2,406 39	1,902 63	439 69	.....	775 21	218 85	138 86	85 60	178 00	286 40	3,328 53
Frankfort	7,058 15	920 07	865 81	$610 42	819 16	539 98	494 47	43 45	2,527 62	816 91	11,645 43
German Flats	3,993 93	21 28	244 37	465 67	10 01	152 45	17 31	26 80	274 11	19 80	5,157 33
Herkimer	4,014 94	65 29	3,343 81	1,747 71	209 15	149 28	119 99	105 16	633 30	14 00	9,994 20
Litchfield	3,792 92	.....	109 59	.....	.....	340 94	.....	2 00	703 60	.....	4,949 05
Little Falls	3,486 51	148 62	153 24	.....	246 50	107 69	92 31	73 80	9 00	217 20	3,830 24
Manheim	4,581 22	104 64	93 25	.....	628 16	288 97	126 97	68 60	26 52	1,027 23	5,058 56
Newport	3,120 33	9 22	808 50	.....	25 00	62 86	1 94	141 15	6 00	2 85	4,138 84
Norway	1,933 84	33 75	685 75	.....	.....	100 00	.....	.....	242 23	4 48	2,961 82
Ohio	858 13	12 04	277 10	.....	16 32	25 00	.....	15 03	84 97	.....	1,260 23
Russia	4,025 76	107 09	1,249 24	4,857 50	19 89	63 78	11 22	137 40	66 56	296 04	10,400 24
Salisbury	6,005 38	6 42	468 72	1,201 46	274 32	458 38	41 62	182 94	616 90	305 16	8,933 78
Schuyler	5,524 73	83 50	219 66	1,528 68	1 85	726 01	.....	98 55	356 35	45 10	10,431 98
Stark	2,253 82	28 38	102 72	393 61	44	140 03	5 60	13 30	100 00	34 36	3,003 48
Warren	2,752 10	469 00	560 88	283 23	.....	175 18	.....	23 60	182 84	.....	3,977 83
Webb	12,484 41	862 70	29 43	503 08	543 48	469 43	215 63	103 00	477 38	219 62	14,066 73
Wilmurt	5,393 12	1,106 88	1,280 80	.....	1,294 58	1,007 11	.....	412 94	842 24	385 82	8,936 21
Winfield	2,760 75	14 25	203 72	.....	.....	129 83	.....	7 36	12 00	41 82	3,113 66
Total	$83,388 17	.....	$13,747 52	$11,591 36	.....	$5,822 23	.....	$1,671 45	$7,613 22	.....	$123,833 95

JEFFERSON COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Adams	$5,224 71	$1,055 69	$464 98	.....	$503 28	$330 47	$28 11	.....	$274 40	$96 32	$6,294 56
Alexandria	8,888 29	.....	630 81	$445 80	.....	971 80	.....	$46 99	300 69	.....	11,283 88
Antwerp	5,833 78	149 86	.....	240 11	207 92	712 04	59 36	31 30	10 30	583 66	6,827 53
Brownsville	4,757 53	434 82	638 60	1,008 23	224 70	242 40	57 29	119 30	4 00	19 64	6,770 06
Cape Vincent	5,139 21	.....	514 73	633 27	.....	175 65	83 91	92 91	351 89	154 08	6,907 66
Champion	3,937 84	.....	93 00	1,276 87	130 13	91 48	8 52	590 50	82 67	.....	6,072 36
Clayton	6,259 97	42 07	350 45	1,420 87	187 48	235 30	6 78	34 40	845 00	59 06	9,145 99
Elisburgh	9,195 98	652 59	.....	2,632 69	.....	671 70	10 20	310 06	349 11	.....	13,159 54
Henderson	3,760 90	323 35	254 14	.....	199 29	415 44	160 56	160 91	85	153 89	4,592 24
Hounsfield	5,662 16	.....	297 16	513 85	115 19	504 39	112 57	273 10	12 64	162 44	7,263 30
Le Ray	5,324 35	172 27	232 97	500 00	240 12	419 55	16 20	156 61	24 00	133 37	6,657 48
Lorraine	3,147 66	162 53	100 00	852 84	120 16	238 48	11 52	450 00	.....	.....	4,788 98
Lyme	7,011 32	.....	336 77	463 23	.....	372 78	.....	33 66	28 59	.....	8,246 35
Orleans	4,443 08	491 17	.....	1,883 94	162 91	800 00	.....	25 40	474 60	.....	7,127 02
Pamelia	3,131 45	49 82	228 60	.....	290 35	292 01	47 11	159 95	10 10	40 01	3,822 11
Philadelphia	3,809 53	.....	119 10	407 32	620 83	187 24	86 15	14 05	.....	366 05	4,537 24
Rodman	4,755 05	43 06	707 09	338 19	.....	646 74	.....	563 16	231 52	.....	7,241 75
Rutland	3,878 45	33 01	432 16	1,647 97	.....	250 00	.....	400 70	168 29	.....	6,777 57
Theresa	5,212 10	320 77	220 07	400 00	329 93	584 63	.....	145 68	368 63	97 29	6,931 11
Watertown	5,136 66	666 05	400 00	1,066 49	203 77	609 27	16 73	318 16	893 00	295 35	8,423 58
Wilna	7,940 08	.....	173 18	1,903 91	.....	400 00	.....	383 00	1,383 96	433 04	12,184 13
Worth	1,480 63	124 62	102 79	.....	54 97	26 80	103 52	.....	8 50	21 83	1,618 22
Total	$113,930 73	.....	$6,296 60	$17,635 58	.....	$8,677 17	.....	$4,309 84	$5,822 74	.....	$156,672 66

LEWIS COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Croghan	$9,137 40	$342 99	$1,606 27	$518 74	$154 72	$724 70	$25 30	$269 15	$805 38	$131 08	$13,061 64
Denmark	4,716 33	42 46	855 02	.....	.....	356 77	352 03	419 76	845 63	.....	7,193 51
Diana	7,979 51	.....	429 76	2,678 90	.....	215 59	221 08	920 99	3,413 33	.....	15,638 08
Greig	3,811 08	53 20	104 94	.....	95 06	193 58	106 42	33 60	60 00	106 40	4,203 20
Harrisburgh	3,173 68	691 16	974 23	718 95	7 20	563 07	.....	.....	823 67	41 78	6,253 60
High Market	3,021 15	24 08	698 60	750 00	.....	317 37	85 24	667 25	280 22	111 65	5,734 59
Louis	2,541 89	53 08	98 42	451 90	.....	394 48	.....	909 07	285 89	5 04	4,681 65
Layden	4,393 40	5 98	670 35	.....	281 71	286 41	62 95	42 75	1,476 50	2 74	2,476 01
Lowville	4,797 95	332 76	860 64	482 95	612 65	543 11	27 79	138 78	853 09	224 79	7,676 52
Lyonsdale	3,215 09	22 89	262 67	20 00	8 80	551 81	1 31	110 60	852 41	79 79	5,012 58
Martinsburgh	5,523 11	4 12	768 65	445 05	104 44	495 97	141 52	258 36	1,385 63	456 04	8,876 77
Montague	2,612 28	48 44	424 08	111 28	20 45	322 90	90	423 00	670 75	14 60	4,564 29
New Bremen	4,613 91	147 45	1,188 82	1,286 10	08	125 33	40 41	.....	264 12	158 88	7,478 28
Osceola	2,435 71	420 59	284 69	.....	91 36	228 12	328 27	493 89	588 33	127 14	4,030 74
Pinckney	3,371 04	770 27	355 75	137 27	6 98	206 56	.....	.....	212 36	218 89	4,282 98
Turin	4,428 05	343 86	1,345 32	1,255 38	32 55	399 85	.....	295 95	1,089 05	.....	8,813 60
Walsin	3,905 60	.....	78 50	.....	121 50	186 89	.....	54 40	451 01	41 37	4,676 40
West Turin	5,093 78	69 46	1,129 53	.....	53 56	784 32	29 97	812 28	1,851 83	.....	9,671 74
Total	$78,770 96	.....	$12,136 24	$8,856 52	.....	$6,896 83	.....	$5,849 83	$16,209 20	.....	$128,719 58

LIVINGSTON COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Avon	$5,297 07	$94 06	$1,383 18	$1,120 00	$7 01	$496 26	$4 68	$366 00	$1,538 06	$56 40	$10,200 57
Caledonia	4,704 37	108 57	132 72	.....	81 15	342 71	11 27	262 90	728 88	100 00	6,171 58
Conesus	3,447 10	112 75	78 65	689 08	.....	453 00	.....	37 90	562 53	30 38	5,268 26
Geneseo	6,951 41	176 11	362 36	10,040 07	317 20	445 79	54 21	61 60	1,395 56	99 93	19,256 79
Groveland	4,687 21	26 59	582 97	.....	7 36	214 82	.....	15 75	36 13	215 54	5,536 88
Leicester	4,170 24	503 56	446 64	2,240 19	808 48	128 80	184 64	64 00	21 00	232 36	7,070 87
Lyma	5,622 94	890 76	156 73	654 00	161 88	760 32	100 62	365 20	519 25	94 38	8,078 44
Livonia	6,719 29	31 75	330 72	74 29	171 87	503 12	236 62	87 10	1,298 87	586 14	9,013 39
Mount Morris	6,490 04	588 75	1,197 51	.....	440 44	319 10	221 61	50 00	1,147 00	126 29	9,203 65
North Dansville	1,220 56	628 18	525 80	.....	.....	68 45	40 28	3 00	90 60	54 86	1,908 41
Nunda	4,913 29	7 22	692 17	.....	1,629 56	111 13	395 61	80 53	722 55	185 17	6,519 67
Ossian	3,198 24	350 80	222 85	.....	895 93	80 00	246 23	41 05	26 40	328 29	3,568 54
Portage	4,304 68	336 26	292 44	.....	323 38	236 15	22 15	80 85	61 75	160 14	4,975 87
Sparta	3,670 77	598 81	187 79	.....	37 83	46 59	110 10	55 55	113 89	274 99	4,074 59
Springwater	7,145 43	222 33	149 62	.....	151 22	435 82	100 27	69 96	78 25	277 03	7,879 08
West Sparta	3,333 92	656 02	964 21	636 00	144 11	114 50	78 18	12 50	382 56	277 56	5,443 69
York	6,109 87	55 78	3,096 37	4,982 50	228 78	875 25	.....	184 45	1,056 00	351 85	16,304 44
Total	$81,986 43	.....	$10,802 73	$20,436 13	.....	$5,631 81	.....	$1,838 34	$9,779 28	.....	$130,474 72

MADISON COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Brookfield	$4,494 67	$1,495 74	$1,449 02	.....	$1,239 63	$639 95	.....	.....	$151 61	$172 39	$6,735 25
Casenovia	14,439 13	.....	762 86	.....	.....	1,028 82	.....	$4 27	750 72	.....	16,985 80
De Ruyter	3,191 73	30 71	134 70	$219 53	145 77	32 96	$67 04	2 60	18 10	115 86	3,599 62
Eaton	4,945 79	74 40	1,218 33	171 17	966 70	275 04	35 92	.....	108 61	36 12	6,718 94
Fenner	4,119 70	1 32	122 99	462 14	134 59	58 49	82 01	2 16	32 33	73 27	4,797 81
Georgetown	1,871 65	417 19	417 89	491 52	.....	47 78	334 53	39 81	23 50	101 12	2,892 15
Hamilton	5,603 05	164 83	1,234 49	.....	54 53	228 42	3 83	8 80	256 22	27 07	7,330 98
Lebanon	5,001 33	42 61	289 21	.....	206 34	331 43	150 00	36 60	266 30	209 81	5,924 87
Lenox	5,796 93	389 28	537 90	3,691 61	1,009 77	594 23	35 60	20 65	14 39	156 10	10,655 71
Lincoln	3,686 85	6 58	177 34	468 78	.....	136 82	63 18	1 50	117 30	42 90	4,588 59
Madison	5,800 85	.....	256 40	.....	.....	840 49	18 72	9 23	205 88	75	7,112 85
Nelson	3,808 77	204 56	37 30	909 54	13 02	431 15	10 69	.....	266 33	7 85	5,453 09
Smithfield	2,374 26	33 32	316 48	2,174 48	.....	161 39	.....	70 12	153 48	.....	5,250 21
Stockbridge	4,661 01	.....	158 11	.....	441 89	209 44	.....	6 00	211 84	.....	5,246 40
Sullivan	10,703 00	.....	782 29	944 62	1,325 69	781 89	.....	11 00	451 89	79 75	13,674 69
Oneida	3,381 43	1,409 59	.....	.....	1,000 00	834 86	.....	2 20	737 35	607 59	4,955 84
Total	$83,880 15	.....	$7,895 31	$9,533 39	.....	$6,633 16	.....	$214 94	$3,765 85	.....	$111,922 80

MONTGOMERY COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Amsterdam	$4,173 02	$1,989 27	$27 88	.....	$576 86	$78 17	$342 86	$100 65	$415 80	$888 55	$4,795 52
Canajoharie	5,523 11	143 42	1,930 12	.....	.....	300 00	.....	175 50	577 52	46 98	8,506 25
Charlestown	3,689 33	174 67	541 95	$292 41	47 68	286 98	42 55	100 77	200 00	381 39	5,111 44
Florida	4,538 60	320 83	787 22	.....	119 86	512 16	19 09	103 75	815 37	131 75	6,757 10
Glen	3,536 06	40 17	570 21	495 96	117 91	145 85	54 15	49 50	449 73	575 34	5,247 31
Minden	7,037 27	64 94	3,188 53	.....	.....	385 43	.....	200 10	1,835 27	64 63	12,646 60
Mohawk	5,568 48	94 60	1,540 40	554 37	211 60	593 68	158 57	86 80	130 50	1,209 17	8,474 23
Palatine	5,304 97	46 19	2,383 58	.....	.....	378 37	15 62	160 95	1,462 38	14 03	9,690 25
Root	5,795 08	36 13	1,512 29	.....	.....	425 16	.....	86 12	859 29	.....	8,677 94
St. Johnsville	3,047 47	.....	724 73	.....	.....	66 63	133 37	.....	248 73	181 49	4,088 36
Total	$48,213 39	.....	$13,206 91	$1,342 74	.....	$3,172 43	.....	$1,064 94	$6,994 59	.....	$73,995 00

NASSAU COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Hempstead	$65,168 13	$4,133 22	$1,978 30	$3,053 30	$896 12	$290 45	$258 45	$41 40	$1,947 80	$3,787 24	$72,479 38
North Hempstead	33,312 37	9,180 06	942 13	.....	1,808 32	471 55	2,546 50	99 32	1,100 75	2,864 60	35,926 12
Oyster Bay	45,045 16	4,952 26	854 10	.....	41 48	298 90	143 17	.....	250 00	250 00	46,448 16
Total	$143,525 66	.....	$3,774 53	$3,053 30	.....	$1,060 90	.....	$140 72	$3,298 55	.....	$154,853 66

NIAGARA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Cambria	$3,409 16	.....	$159 99	$2 34	$109 60	$204 88	.....	$88 20	$151 53	$91 90	$4,016 10
Hartland	5,347 93	$852 14	2,216 88	.....	25 24	317 07	$38 50	99 00	33 48	67 52	8,014 36
Lewiston	5,817 73	396 95	632 84	635 31	78 61	995 75	73 36	52 20	150 62	191 62	8,284 45
Lockport	7,213 39	1,030 02	523 55	.....	168 41	268 89	209 38	166 90	164 82	395 96	8,337 55
Newfane	7,916 09	621 22	1,878 30	.....	2,299 09	782 22	.....	25 10	282 22	316 62	10,883 93
Niagara	2,239 65	739 08	161 09	675 00	294 19	67 74	74 65	6 46	.....	136 18	3,149 94
Pendleton	3,390 61	655 55	255 60	.....	148 85	57 50	47 38	157 00	.....	55 57	3,860 71
Porter	5,948 93	4 97	279 85	633 20	201 01	469 07	124 92	22 05	206 60	661 27	7,559 70
Royalton	7,631 03	40 77	2,068 55	275 94	629 58	456 13	32 77	632 65	9 00	155 90	11,073 30
Somerset	5,885 85	8 57	448 19	.....	60 67	658 56	42 19	21 60	1,001 72	23 98	8,015 92
Wheatfield	6,538 63	729 90	679 28	.....	.....	438 36	388 59	47 80	9 00	334 10	7,713 07
Wilson	9,164 90	548 02	687 43	.....	1,088 55	471 89	110 56	23 40	607 35	369 25	10,954 97
Total	$70,503 90	.....	$9,991 55	$2,221 79	.....	$5,188 06	.....	$1,342 36	$2,616 34	.....	$91,864 00

ONEIDA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Annsville	$4,135 10	$4 93	$1,012 83	$225 72	$6 84	$86 45	$20 22	$507 76	$312 25	$5 21	$6,280 11
Augusta	3,148 55	282 88	81 96	938 74	.....	161 37	.....	.....	221 98	68 91	4,552 60
Ava	3,155 73	73 14	284 19	.....	596 07	104 82	154 23	934 90	.....	52 21	4,479 64
Boonville	6,350 75	27 84	1,824 71	.....	10 29	1,088 62	.....	14 80	329 00	5 56	9,607 88
Bridgewater	2,212 90	319 07	126 31	.....	.....	126 76	68 64	.....	.....	19 70	2,465 97
Camden	4,462 84	.....	573 01	365 66	61 33	900 27	.....	580 45	593 39	.....	7,475 62
Deerfield	3,136 11	180 19	372 66	.....	147 34	199 48	.....	78 85	177 00	94 15	3,964 10
Florence	3,153 23	69 04	293 33	.....	56 67	168 85	71 07	347 43	31 00	10 00	3,993 84
Floyde	2,153 86	1,748 31	403 53	.....	29 54	413 54	2 17	58 80	.....	584 70	3,029 73
Forestport	2,248 28	98 30	325 12	.....	386 34	20 63	124 43	.....	106 35	86 82	2,700 38
Kirkland	6,916 48	1 57	499 15	.....	162 77	98 01	30 90	61 50	346 30	.....	7,921 44
Lee	4,704 94	.....	607 98	.....	.....	50 00	.....	303 90	296 10	.....	5,962 92
Marcy	3,616 27	390 38	196 67	.....	103 33	66 35	83 65	5 10	.....	46 39	3,884 39
Marshall	2,396 22	844 29	218 51	.....	324 27	74 04	82 00	28 14	15 00	165 06	2,731 91
New Hartford	7,344 00	.....	1,300 00	.....	.....	225 66	.....	.....	200 00	.....	9,069 66
Paris	4,195 27	680 79	250 80	.....	113 83	63 49	74 98	3 00	34 40	31 81	4,546 96
Remsen	2,720 84	33 50	468 98	.....	377 39	151 20	.....	.....	1 20	170 85	3,342 22
Rome	8,714 58	207 85	.....	.....	.....	.....	.....	.....	.....	.....	8,714 58
Sangerfield	3,662 44	2 92	561 39	.....	150 69	378 28	3 50	489 63	90 21	122 22	5,181 95
Steuben	2,428 63	432 76	276 18	589 86	273 82	70 87	2 62	.....	34 18	5 00	3,399 72
Trenton	4,629 08	959 07	5,283 73	1,829 53	16 68	817 01	.....	21 20	519 56	.....	13,100 11
Verona	9,164 25	1,426 49	1,429 93	442 03	217 90	299 58	.....	27 35	70 28	202 37	11,433 42
Vernon	5,010 40	115 07	2,438 96	145 76	2,908 92	630 92	133 93	79 29	217 23	494 94	8,522 56
Vienna	4,429 56	433 06	1,090 94	.....	.....	268 63	51 27	222 98	283 19	.....	6,295 30
Western	3,571 51	2 57	789 19	23 96	23 89	29 50	19 06	104 70	142 09	311 15	4,660 86
Westmoreland	4,116 80	63 36	819 46	.....	30 54	96 09	53 84	5 54	305 97	714 47	5,344 46
Whitestown	5,841 12	.....	843 80	.....	.....	145 24	154 76	48 35	120 25	442 47	6,998 76
Total	$117,619 74	.....	$22,373 32	$4,561 26	.....	$6,736 26	.....	$3,923 67	$4,446 84	.....	$159,661 09

Town of **Batavia**, Genesee County. Town Highway Built of Crushed Slag.

ONONDAGA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Camillus	$7,563 17	$0 48	$148 85	.....	65 28	701 38	$0 01	.....	$462 84	129 00	8,876 24
Cicero	5,323 30	7 87	526 68	$465 64	404 18	597 71	$113 33	49 30	556 13	18 59	7,518 76
Clay	5,557 55	83 59	144 36	1,036 77	252 19	442 70	79 05	121 55	416 00	98 98	7,718 93
De Will	8,074 27	127 32	532 51	2,227 54	56 36	3,226 46	330 05	64 16	432 75	161 16	14,557 69
Elbridge	5,825 51	12 62	283 79	1,714 80	265 60	475 88	6 92	199 73	328 00	17 24	8,827 71
Fabius	3,963 20	31 02	80 43	1,372 35	22	197 70	2 30	98 35	152 92	148 99	5,864 95
Geddess	6,051 45	115 28	9 65	.....	830 06	77 80	277 15	69 70	.....	73 49	6,208 60
La Fayette	4,398 22	21 51	560 61	964 65	.....	99 77	23	32 40	127 13	7 29	6,182 78
Lysander	5,250 49	437 71	477 08	17,679 36	5,590 74	172 82	364 39	169 22	15 55	442 87	23,764 52
Manlius	8,062 10	144 07	1,762 39	1,833 60	.....	547 65	.....	18 90	233 39	215 90	12,458 03
Marcellus	4,522 75	613 92	186 60	4,447 50	38 23	182 22	3 16	19 60	34 00	125 32	9,392 67
Onondaga	11,966 68	.....	448 37	9,847 56	197 60	432 57	67 53	9 50	300 23	1 97	23,004 91
Otisco	3,228 87	12 63	212 40	859 24	23 01	157 90	8 58	.....	150 00	.....	4,608 41
Pompey	5,348 51	11 05	482 87	2,501 43	80	205 61	1 20	6 00	193 29	71	8,737 71
Salina	3,561 89	408 20	867 55	306 03	354 05	392 62	17 74	11 30	.....	346 72	5,139 39
Skaneateles	7,778 54	131 92	535 85	891 60	134 70	994 39	.....	52 83	487 74	9 43	10,740 95
Spafford	3,199 26	269 39	117 94	776 12	20 05	159 94	96 56	.....	14 70	129 85	4,267 96
Tully	3,796 96	148 87	60 25	599 29	50 85	67 35	238 08	.....	361 32	198 27	4,885 17
Van Buren	5,751 66	197 99	214 98	773 83	26	416 02	155 54	59 38	440 62	.....	7,656 49
Total	$109,224 38	.....	$7,653 16	$48,297 31	.....	$9,548 49	.....	$981 92	$4,706 61	.....	$180,411 87

ONTARIO COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Bristol	$3,894 26	$41 90	$411 21	.....	.....	$212 31	$187 69	$48 23	$133 56	$126 30	$4,699 57
Canadice	3,004 24	202 80	11 37	.....	$164 86	72 04	134 58	8 50	177 36	108 70	3,273 57
Canandaigua	11,558 49	115 34	1,444 20	$120 50	297 73	1,335 31	.....	250 45	576 67	73 61	15,285 62
East Bloomfield	6,152 27	24 03	812 40	.....	10 21	629 85	6 07	169 40	.....	100 56	7,763 92
Farmington	5,677 66	.....	26 80	252 47	467 19	97 64	2 36	143 34	28 38	336 25	6,226 29
Geneva	4,633 75	17	300 39	.....	8 13	372 92	52	.....	582 63	3 00	5,889 69
Gorhan	8,176 73	3 64	374 53	943 27	21 33	759 93	110 96	251 64	1,006 31	497 19	11,512 41
Hopewell	5,697 39	83 34	395 44	.....	4 56	321 83	78 17	96 70	456 56	46 74	6,967 92
Manchester	7,034 94	144 29	76 72	.....	746 75	513 67	29 83	91 75	362 07	711 06	8,079 15
Naples	5,625 82	.....	1,148 81	691 47	.....	905 72	.....	37 92	472 20	.....	8,881 94
Phelps	8,865 43	465 09	1,424 67	2,099 00	459 55	322 71	436 22	61 87	306 97	478 61	13,080 65
Richmond	4,472 14	.....	445 28	.....	.....	862 64	.....	44 25	359 95	3 62	6,184 26
Seneca	9,734 11	744 64	124 28	.....	1,927 84	607 60	88 23	26 50	.....	734 89	10,492 49
South Bristol	2,964 38	985 70	213 03	995 24	.....	52 62	69 48	26 40	33 09	306 33	4,284 76
Victor	7,537 11	1,678 20	218 24	.....	868 69	564 35	405 30	144 64	318 97	271 22	8,783 31
West Bloomfield	5,370 79	116 84	279 82	.....	387 58	216 03	177 24	134 80	74 91	37 22	6,076 35
Total	$100,399 51	.....	$7,707 19	$5,101 95	.....	$7,847 17	.....	$1,536 39	$4,889 63	.....	$127,481 84

ORANGE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Blooming Grove	$5,284 98	$33 94	$1,574 48	$869 57	$55 95	$796 91	$103 77	.....	.....	$117 00	$8,525 94
Chester	2,738 78	46 96	42 90	.....	1,720 21	31 25	86 45	.....	$15 00	126 19	2,827 93
Cornwall	13,323 77	173 72	422 00	.....	147 53	69 39	46 92	.....	14 40	56 55	13,829 56
Crawford	4,412 96	127 76	350 04	323 84	29 04	36 89	16 12	.....	9 00	39 91	5,132 73
Deerpark	6,508 28	103 59	118 74	.....	81 26	65 33	11 72	$7 32	13 00	123 68	6,712 67
Goshen	6,231 75	.....	1,095 68	.....	.....	288 48	.....	11 19	288 32	227 61	7,915 42
Greenville	2,935 96	.....	169 91	.....	80 09	230 92	19 08	.....	4 70	73 34	3,341 49
Hamptonburgh	3,185 78	194 27	495 02	.....	.....	78 76	.....	2 50	.....	207 01	3,762 06
Highland	2,034 42	177 55	453 00	.....	1 00	25 24	22 74	.....	124 19	.....	2,636 85
Minnisink	3,701 99	8 10	148 04	1,259 20	42 13	33 82	30 58	.....	12 00	112 04	5,155 05
Monroe	4,109 55	892 28	.....	.....	100 00	179 35	28 87	.....	500 00	1,039 77	4,788 90
Montgomery	4,870 52	439 16	599 94	51 84	.....	100 00	.....	12 75	225 26	.....	5,860 31
Mount Hope	5,824 45	333 63	509 97	.....	.....	436 13	12 53	.....	516 10	.....	7,286 65
Newburgh	9,635 78	01	1,610 95	.....	.....	631 79	.....	.....	399 99	.....	12,278 51
New Windsor	6,601 15	.....	750 16	.....	.....	150 00	.....	22 20	97 89	.....	7,621 40
Tuxedo	9,602 25	8,395 61	1,142 58	115 15	827 51	626 20	5 38	26 00	.....	163 23	11,512 18
Walkill	11,805 07	499 63	342 03	114 00	1,495 20	261 61	.....	.....	3 00	304 11	12,525 71
Warwick	12,775 80	.....	1,863 83	1,957 93	.....	236 68	.....	.....	905 95	986 10	17,740 19
Wawayanda	4,430 54	96 18	681 68	462 18	4 12	107 17	4 84	.....	58 29	93 15	5,739 86
Woodbury	6,312 38	1 75	551 60	.....	22 82	463 25	.....	.....	349 57	118 45	7,676 80
Total	$126,326 16	.....	$12,922 55	$5,153 71	.....	$4,849 17	.....	$81 96	$3,536 66	.....	$152,870 21

ORLEANS COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Albion	$4,645 37	$77 09	$24 21	.....	$175 79	$220 01	$82 49	$219 60	$58 79	$223 22	$5,167 98
Barre	5,736 71	314 66	689 82	.....	358 43	348 59	176 39	.....	.....	15 54	6,775 12
Carlton	5,601 73	1,317 16	2,112 47	.....	175 88	326 03	488 30	61 80	264 10	230 30	8,366 13
Claredon	5,735 00	291 82	203 85	$16 36	43 54	368 29	90 57	485 60	161 18	177 97	6,970 28
Gaines	3,784 46	77 52	996 80	.....	173 76	554 37	76 98	122 35	273 01	222 62	5,730 99
Kendall	4,857 71	140 93	463 09	.....	10 96	279 95	56 62	133 70	352 15	47 67	6,086 60
Murray	4,964 15	636 16	87 23	.....	931 59	353 55	146 45	513 89	208 33	371 04	6,127 15
Ridgeway	7,670 77	57 12	2,515 51	.....	62 27	604 67	4 46	67 01	506 51	11 57	11,364 47
Shelby	4,987 36	297 85	532 20	.....	4,553 08	2,629 12	111 87	338 40	46 46	421 14	8,433 54
Yates	5,182 22	184 71	1,353 20	1,141 04	3 67	627 00	21 16	47 23	452 77	.....	8,803 46
Total	$53,165 48	.....	$8,978 38	$1,157 40	.....	$6,311 58	.....	$1,989 58	$2,323 30	.....	$73,925 72

OSWEGO COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Albion	$2,942 69	$31 31	$205 50	$127 60	$79 80	$177 56	$27 85	$5 00	$18 63	$40 62	$3,476 98
Amboy	1,754 64	24 00	112 49	416 22	.....	74 91	.....	.....	49 95	01	2,408 21
Boylston	1,787 21	60 94	88 21	.....	58 49	48 09	1 91	253 20	17 80	139 60	2,194 51
Constantia	5,032 17	10 25	192 70	.....	380 44	96 99	12 60	83 35	608 72	52 78	6,013 93
Granby	4,888 03	10 95	343 32	.....	156 68	183 12	1 50	280 81	601 27	19 92	6,296 55
Hannibal	5,031 53	54 78	249 65	543 69	.....	255 54	.....	286 56	489 18	23 56	6,856 15
Hastings	5,792 68	321 35	668 12	186 00	226 81	684 70	144 88	224 06	160 24	7 84	7,715 80
Mexico	5,968 64	37 54	645 59	315 00	829 22	1,084 66	1 61	189 21	358 04	537 21	8,561 14
New Haven	3,689 89	31 38	1,184 10	.....	225 38	161 70	38 30	.....	89 38	35 08	5,125 07
Orwell	2,989 04	6 70	188 19	.....	13 23	30 26	8 53	518 23	.....	187 45	3,725 72
Oswego	3,000 07	958 96	1,957 12	.....	63 59	391 44	109 10	347 65	239 00	23 35	5,935 28
Palermo	1,809 94	1,108 37	24 05	1,371 03	.....	54 93	20 74	.....	164 63	386 72	3,424 58
Parish	4,084 87	167 26	131 69	1,495 45	.....	204 27	4 93	.....	50 95	90 88	5,967 23
Redfield	3,198 77	296 05	701 71	.....	24 55	160 49	103 38	619 30	9 00	1 20	4,689 27
Richland	6,145 80	2 18	3,073 05	1,909 06	26 78	772 20	.....	861 37	144 00	4 92	12,905 48
Sandy Creek	5,063 49	9 11	411 48	403 40	353 22	181 23	57 65	120 23	23 87	532 73	6,203 70
Schroeppel	4,607 88	1,137 42	826 48	5,893 95	11,657 01	163 62	72 87	111 25	156 68	814 76	11,759 86
Schriba	5,151 31	404 04	129 54	469 15	390 36	408 94	165 04	235 92	132 43	82 48	6,527 29
Volney	5,111 66	25 64	371 83	1,510 71	128 16	311 94	.....	93 49	148 75	104 28	7,548 38
West Monroe	3,393 21	.....	203 02	.....	.....	42 78	7 22	230 41	9 00	12 61	3,878 42
Williamstown	2,972 93	67 45	140 64	300 58	106 96	52 69	118 81	17 07	.....	242 24	3,483 91
Total	$84,416 45	.....	$11,848 48	$14,941 84	.....	$5,542 06	.....	$4,477 11	$3,471 52	.....	$124,697 46

OTSEGO COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Burlington	$3,781 99	$66 00	$504 08	.....	$77 48	$109 16	$240 84	$6 20	$190 45	$18 35	$4,591 88
Butternuts	4,785 84	6 46	268 40	$893 13	2 00	400 00	.....	5 10	460 95	10 29	6,813 42
Cherry Valley	3,882 79	120 41	442 09	315 55	.....	360 09	39 91	64 64	250 00	167 95	5,315 16
Decatur	2,493 56	102 78	60 40	648 74	159 17	145 87	2 97	34 58	129 50	9 02	3,512 65
Edmeston	4,654 85	156 56	353 31	.....	404 80	113 00	37 00	2 80	637 34	179 31	5,761 30
Exeter	2,169 29	242 78	722 52	.....	13 52	413 70	47	15 15	135 23	50 45	3,455 89
Hartwick	2,773 74	487 90	1,233 93	.....	183 74	396 57	13 32	.....	165 00	6	4,569 24
Laurens	2,987 42	15 23	1,039 09	.....	.....	136 62	.....	3 90	155 65	.....	4,322 68
Maryland	3,071 53	629 96	130 88	234 60	121 86	211 52	4 77	9 01	37 50	134 10	3,695 04
Middlefield	4,705 89	25 66	1,704 31	.....	.....	432 98	.....	28 04	171 96	.....	7,043 18
Milford	5,205 35	129 08	717 23	413 88	.....	282 11	.....	14 00	199 75	14 49	6,832 32
Morris	3,296 25	435 33	569 31	.....	.....	185 40	.....	3 00	101 71	.....	4,155 67
New Lisbon	3,876 92	22 41	332 89	.....	.....	205 75	.....	.....	320 08	56 28	4,735 64
Oneonta	3,792 63	.....	2,069 80	.....	.....	250 10	.....	4 30	98 90	.....	6,215 73
Otego	2,896 45	105 37	454 97	.....	.....	92 38	.....	20 60	73 67	8 12	3,538 07
Otsego	4,020 79	6 82	828 55	400 00	194 65	297 68	16 45	56 15	466 00	93 61	6,069 17
Pittsfield	3,744 45	9	172 86	119 69	97 97	33 54	170 35	19 10	18 72	222 29	4,108 36
Plainfield	2,729 23	156 98	942 06	.....	50 56	157 96	637 55	.....	288 08	.....	4,117 33
Richfield	3,124 32	2 14	711 31	.....	86	302 92	14	11 75	87 00	160 19	4,237 30
Roseboom	2,753 74	48 62	564 81	.....	5 84	274 57	5 08	9 03	192 12	15 42	3,794 27
Springfield	5,439 62	4 25	412 73	.....	14	159 06	.....	.....	204 00	78	6,215 41
Unadilla	4,189 66	51 35	1,216 97	.....	378 54	447 65	.....	30 15	206 20	14 65	6,090 68
Westford	2,857 57	134 34	305 83	6 75	162 66	84 19	50 58	36 07	78 55	35 38	3,368 96
Worcester	3,567 02	2,041 05	510 72	1,132 42	.....	498 61	.....	69 16	199 30	204 32	5,977 23
Total	$86,800 90	.....	$16,269 05	$4,164 76	.....	$5,991 43	.....	$442 73	$4,867 66	.....	$118,536 53

PUTNAM COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Carmel	$7,124 49	$1,183 04	$845 54	.....	$189 07	$276 70	$11 44	.....	$447 67	$205 93	$8,694 40
Kent	4,510 55	.....	158 29	.....	2 23	101 58	68	.....	108 58	7 66	4,879 00
Patterson	3,192 41	596 80	197 29	$2,034 30	382 11	92 86	24 13	.....	39 55	203 85	5,556 41
Philipstown	7,831 53	632 76	425 45	.....	884 02	38 97	101 90	.....	29 76	100 55	8,325 71
Putnam Valley	3,162 70	115 66	121 04	3,248 04	120 66	.....	61 34	.....	33 49	17 81	6,565 27
South East	6,758 82	290 63	843 46	.....	1,086 29	200 32	68 60	.....	.....	590 44	7,802 60
Total	$32,580 50	.....	$2,591 07	$5,282 34	.....	$710 43	.....	.....	$659 05	.....	$41,823 39

ST. LAWRENCE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Brasher	$5,794 81	$957 23	$1,988 59	$113 62	$97 79	$1,238 62	.....	$355 49	.....	.....	$9,491 13
Canton	10,748 61	735 21	1,308 17	5,877 29	7,122 71	458 04	$41 96	235 81	$101 43	$662 76	18,729 35
Clare	3,119 97	220 04	158 17	.....	66 96	65 45	200 04	.....	6 00	282 08	3,349 59
Clifton	2,799 72	275 28	200 00	.....	.....	.....	50 00	19 50	492 38	111 12	3,511 60
Colton	6,673 03	76	494 53	434 50	.....	300 00	.....	193 93	364 25	.....	8,460 24
DeKalb	9,095 88	3 61	701 15	2,516 17	11 82	1,090 83	1 93	90 36	2,316 74	1 26	15,811 13
De Peyster	5,068 27	.....	385 49	76 50	.....	304 63	.....	18 50	205 18	.....	6,058 57
Edwards	3,340 73	.....	328 45	4,577 15	423 81	165 25	34 75	117 57	15 14	67 29	8,544 29
Fine	3,692 05	1,590 95	328 43	.....	366 79	681 70	.....	182 57	213 03	279 23	5,097 78
Fowler	6,587 60	48 69	342 59	2,413 91	71 23	518 27	.....	58 45	299 35	.....	10,220 17
Gouverneur	7,612 94	26 10	1,181 28	296 57	185 87	488 97	21 05	94 12	164 50	93 11	9,838 38
Hammond	5,181 35	25 25	.....	.....	353 71	412 22	62 33	12 29	110 80	385 34	5,716 66
Hermon	5,174 72	26 97	175 83	716 86	.....	400 55	.....	73 22	151 78	.....	6,692 96
Hopkinton	5,196 36	863 93	468 05	61 77	661 00	707 62	.....	16 16	176 99	135 13	6,626 95
Lawrence	5,022 72	428 47	1,325 57	.....	.....	154 82	.....	14 25	191 09	.....	6,708 45
Lisbon	11,733 96	1,470 99	1,142 00	1,321 35	1,337 87	551 58	.....	257 01	2 20	740 79	15,008 10
Lewisville	7,875 92	708 55	301 40	.....	509 72	458 97	.....	37 44	146 78	376 60	8,820 51
Macomb	5,429 52	18 90	400 00	.....	.....	335 29	44 39	17 92	132 08	.....	6,314 81
Madrid	4,872 35	45 45	587 20	.....	.....	462 94	80 11	69 99	2 30	427 71	5,994 78
Massena	9,002 45	.....	840 14	.....	518 57	200 62	199 91	25 92	1,034 63	31 84	11,103 76
Morristown	5,168 41	778 78	667 12	910 88	185 03	706 65	344 12	154 58	253 10	1,011 13	7,860 74
Norfolk	7,081 56	319 10	1,052 18	148 95	174 35	200 50	44 95	175 05	2,117 17	13	10,775 41
Oswegatchie	9,963 58	130 79	1,600 37	2,352 46	41 67	942 05	.....	127 86	417 49	120 65	15,403 81
Parishville	5,005 29	150 93	598 32	965 92	11 33	238 78	80 84	262 57	22 21	65 22	7,093 09
Piercefield	8,618 84	.....	1,994 54	.....	368 62	614 61	50 14	10 11	808 00	.....	12,046 10
Pierrepont	5,915 30	105 42	419 87	.....	729 70	476 25	70 43	115 61	212 43	420 16	7,139 46
Pitcairn	2,975 47	11 98	277 27	.....	.....	33 59	16 41	102 35	125 79	.....	3,514 47
Potsdam	8,677 91	.....	1,949 07	2,516 55	.....	903 28	96 72	173 34	1,014 45	369 74	15,234 60
Rossie	2,678 61	297 38	570 71	.....	172 41	3,334 73	21 78	60 70	12 00	255 78	6,656 75
Russell	6,630 31	200 70	580 42	.....	6 10	237 89	71 09	92 04	24 00	183 96	7,564 66
Stockholm	6,188 36	20 80	593 18	289 38	117 44	213 05	86 95	141 90	319 00	39 10	7,744 87
Waddington	4,268 06	40 46	499 90	642 45	.....	231 98	.....	59 71	305 87	234 42	6,007 97
Total	$197,194 06	.....	$23,459 99	$26,232 28	.....	$17,129 73	.....	$3,306 32	$11,758 16	.....	$279,141 14

Town of Batavia, Genesee County. Town Highway Built of Crushed Sto

SARATOGA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Ballston	$3,810 90	$15 01	$367 59	.....	$143 09	$161 37	$1 72	.....	$76 98	$268 96	$4,416 84
Charlton	2,704 91	201 84	229 79	$294 90	99 24	394 01	79 73	$15 03	270 09	291 19	3,908 73
Clifton Park	4,835 41	11	699 83	775 61	.....	400 85	.....	101 17	341 62	128 06	7,154 49
Corinth	2,967 95	221 51	1,099 70	160 00	62 15	161 68	34 11	.....	225 91	334 38	4,615 24
Day	2,038 71	75 83	332 86	600 00	.....	70 33	.....	18 63	186 67	.....	3,247 20
Edinburg	1,816 21	331 21	263 46	.....	14 08	27 89	55 88	3 99	144 33	164 09	2,255 88
Galway	4,887 33	136 41	153 25	.....	52 84	149 25	21 22	2 78	63 95	276 80	5,256 56
Greenfield	5,696 07	81 29	94 40	.....	27 59	279 23	.....	1 60	513 46	18 76	6,584 76
Hadley	3,578 48	19	806 80	.....	2 73	51 36	96	.....	233 25	4 06	4,669 89
Half Moon	9,669 53	.....	1,082 86	.....	21 51	283 80	6 20	13 50	613 42	.....	11,663 11
Malta	2,958 97	59	722 58	.....	.....	223 60	.....	14 70	416 12	168 49	4,335 97
Milton	4,218 39	2 81	1,464 66	.....	87 49	607 93	.....	.....	284 39	.....	6,575 37
Moreau	5,464 51	273 80	2,440 81	.....	190 52	333 88	18 72	.....	423 22	142 53	8,662 42
Northumberland	4,461 44	157 06	81 52	.....	59 41	50 32	28 14	.....	144 26	179 18	4,737 54
Providence	2,689 10	636 64	289 79	488 54	337 08	216 85	53 69	.....	148 90	186 54	3,833 18
Saratoga	4,968 97	18 80	2,319 66	.....	.....	168 61	.....	27 82	284 83	.....	7,769 89
Saratoga Springs	4,732 56	743 65	1,624 65	296 31	12 67	216 47	.....	.....	110 44	217 56	6,980 43
Stillwater	6,159 51	31 20	647 47	.....	24 73	248 85	51 15	54 53	31 00	715 62	7,141 36
Waterford	1,934 71	737 28	.....	.....	187 90	32 60	.....	.....	21 36	581 14	1,988 67
Wilton	3,480 00	56 72	118 11	248 17	27 61	111 68	47 38	.....	305 91	149 94	4,263 87
Total	$83,073 66	.....	$14,839 79	$2,863 53	.....	$4,190 56	.....	$253 75	$4,840 11	.....	$110,061 40

SCHENECTADY COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Duanesburg	$7,103 56	$118 32	$776 44	$446 10	$47 57	$294 03	$73 95	$79 43	$519 35	$706 79	$9,218 91
Glenville	5,372 01	145 30	220 82	272 41	4 69	872 99	.....	.....	298 96	.....	7,037 19
Niskayuna	3,401 98	12 11	57 60	.....	.....	254 85	.....	60	325 33	.....	4,040 36
Princetown	1,994 63	59 47	342 45	1,951 74	107 88	100 57	1 32	37 00	333 77	86 18	4,760 16
Rotterdam	5,672 81	23 30	1,422 10	.....	350 00	260 21	.....	203 65	838 17	194 48	8,396 94
Total	$23,544 99	.....	$2,819 41	$2,670 25	.....	$1,782 65	.....	$320 68	$2,315 58	.....	$33,453 56

SCHOHARIE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Blenheim	$2,009 41	$0 42	$440 18	.....	$0 08	$40 10	$7 81	$9 66	$279 72	$10 62	$2,779 07
Broome	2,522 97	438 26	459 27	.....	63 60	31 70	20 05	29 70	175 00	105 91	3,218 64
Carlisle	4,146 49	281 39	103 26	.....	651 84	199 07	95 50	78 75	52 75	660 64	4,580 32
Cobleskill	5,159 43	232 20	662 43	$323 49	62 02	205 71	142 95	54 84	80 68	683 99	6,486 58
Conesville	2,619 46	121 45	264 51	.....	63 04	211 19	60 23	.....	23 00	136 49	3,118 16
Esperance	2,947 92	84 75	603 76	.....	831 03	291 75	92	7 40	289 37	54 14	4,140 20
Fulton	3,690 42	186 72	444 89	.....	120 27	600 92	50 51	53	164 91	141 13	4,901 67
Gilboa	6,948 27	91 71	579 68	464 40	68 67	596 67	24 89	.....	21 00	247 64	8,610 02
Jefferson	3,021 60	522 57	125 59	179 50	148 19	195 99	43 42	4 75	522 25	38 91	4,079 68
Middleburg	3,828 73	22 14	403 07	852 20	07	189 28	12 39	26 26	221 00	13 74	5,520 54
Richmondville	3,143 97	186 90	818 33	489 11	239 86	181 57	37 36	53 61	500 60	35 39	5,187 19
Schoharie	3,021 64	120 06	1,246 93	8,800 00	.....	76 33	97 33	60 70	15 00	445 93	13,220 60
Seward	3,515 22	69 24	532 86	.....	3 46	261 26	2 70	79 33	171 67	66 52	4,560 34
Sharon	4,855 69	160 61	141 82	889 84	187 96	849 22	6 79	150 80	714 86	206 16	7,602 23
Summit	2,485 26	441 98	87 82	.....	76 46	26 31	45 42	21 20	219 00	193 77	2,839 59
Wright	2,583 24	63 47	209 41	.....	90 59	342 05	58 03	26 74	97 30	384 08	3,258 74
Total	$56,499 72	.....	$7,123 81	$11,998 54	.....	$4,299 12	.....	$604 27	$3,578 11	.....	$84,103 57

SCHUYLER COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Catherine	$3,040 89	$144 22	$104 82	$1,483 00	$95 18	$65 75	$57 59	$3 60	$21 20	$161 49	$4,719 26
Cayuta	1,370 90	.....	311 54	.....	34 27	.....	42 24	77	52 49	14 01	1,735 70
Dix	3,675 53	60 16	589 22	132 20	169 56	96 54	153 77	14 70	492 68	182 35	5,000 87
Hector	10,851 51	.....	1,240 09	2,619 74	.....	456 39	.....	19 68	601 67	2 78	15,789 08
Montour	1,701 39	98 61	1,173 36	.....	208 48	14 90	84 42	2 00	117 88	200 84	3,009 53
Orange	3,646 24	35 87	1,140 98	.....	02	375 10	.....	23 96	37 42	20	5,223 70
Reading	3,086 82	24 19	46 71	.....	288 92	50 75	91 03	.....	51 20	77 97	3,235 48
Tyrone	3,271 59	164 19	99 80	84 77	196 35	108 36	49 12	1 81	63 75	33 45	3,630 08
Total	$30,644 87	.....	$4,706 52	$4,319 71	.....	$1,167 79	.....	$66 52	$1,438 29	.....	$42,343 70

SENECA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Covert	$3,335 40	$14 63	$532 70	$13 30	$1 90	$90 29	$9 71	.....	$240 33	$23 21	$4,212 02
Fayette	9,125 54	474 46	616 70	1,958 66	.....	372 26	127 74	$31 00	410 43	67 08	12,514 59
Junius	2,751 68	3 61	224 59	.....	9 60	90 70	81 78	8 70	476 25	40 42	3,551 92
Lodi	3,022 96	2 60	179 90	.....	122 34	406 70	2 33	2 50	72 24	201 64	3,684 30
Ovid	3,125 05	50	1,676 26	.....	22 74	1,119 68	.....	.....	409 53	.....	6,330 52
Romulus	4,835 20	6 85	644 67	.....	578 10	395 60	112 90	.....	.....	230 10	5,875 47
Seneca Falls	3,144 35	157 11	294 99	.....	484 13	52 40	98 09	.....	208 14	290 26	3,699 88
Tyre	3,593 58	12 39	70 61	.....	1 98	31 40	44 10	9 50	.....	191 40	3,705 09
Varick	2,455 28	142 60	232 79	.....	248 02	116 40	16 85	.....	3 20	222 69	2,807 67
Waterloo	3,835 89	33 17	246 57	.....	74 30	26 30	60 23	.....	15 00	176 15	4,123 76
Total	$39,224 93	.....	$4,719 78	$1,971 96	.....	$2,701 73	.....	$51 70	$1,835 12	.....	$50,505 22

RENSSELAER COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Berlin	$3,249 22	$440 34	$2,477 60	$822 10	$0 21	$413 04	$3 91	$83 30	$46 77	$77 01	$7,102 03
Brunswick	3,050 76	225 46	186 96	141 29	168 50	420 00	50 55	34 13	36 63	52 61	3,869 77
East Greenbush	1,938 20	11 99	89 45	.....	82 64	333 90	3 00	.....	13 25	88 42	2,374 80
Grafton	3,159 85	124 30	273 46	.....	.....	73 20	16 70	.....	53 16	10 47	3,559 67
Hoosick	6,370 97	10 55	3,063 83	.....	55 60	568 14	11 85	128 55	890 40	33 63	11,021 89
Nassau	4,247 36	.....	1,218 43	158 64	.....	119 05	.....	17 40	139 60	18 80	5,900 48
North Greenbush	2,306 70	174 34	139 50	.....	38 00	24 25	55 85	60	99 56	113 99	2,570 61
Petersburg	2,952 55	13 49	1,119 34	.....	1 01	58 19	92	.....	21 00	18	4,151 08
Pittstown	5,645 15	21 31	1,205 21	.....	49 69	180 84	22 34	205 20	227 00	34 10	7,463 40
Poestenkill	3,695 04	54 95	500 00	.....	.....	250 00	.....	11 00	239 00	.....	4,695 04
Sand Lake	3,961 71	311 02	1,012 83	298 27	46 37	85 23	82 21	18 54	6 00	216 24	5,382 58
Schaghticoke	6,208 61	227 07	1,701 11	1,490 00	38 28	242 16	10	139 80	452 10	77 86	10,233 78
Schodack	5,856 99	419 19	1,271 09	1,877 00	.....	228 80	.....	.....	300 00	.....	9,533 88
Stephentown	3,555 55	26 01	521 71	1,041 25	10 24	45 88	14 49	14 00	166 13	.....	5,344 52
Total	$56,198 66	.....	$14,780 52	$5,828 55	.....	$3,042 68	.....	$662 52	$2,690 60	.....	$83,203 53

SUFFOLK COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Babylon	$22,423 69	$2,551 61	$526 32	$1,530 00	$758 08	$896 38	$13 62	$79 50	$583 63	$186 87	$26,039 52
Brookhaven	74,556 97	3,773 13	1,437 72	.....	2,085 66	723 77	528 54	134 55	2,168 16	1,688 68	79,021 17
East Hampton	21,616 10	261 45	131 56	.....	36 53	289 30	10 70	193 45	32 00	1,077 76	22,262 41
Huntington	60,751 16	3,078 00	118 96	.....	1,466 19	496 10	271 89	.....	3,414 63	914 11	64,780 85
Islip	75,586 81	115 24	886 28	592 85	20 87	2,053 84	.....	355 75	53 84	557 21	79,529 37
Riverhead	22,888 86	183 71	6 75	.....	200 54	464 17	149 34	156 08	275 21	247 94	23,791 07
Shelter Island	4,658 09	744 44	.....	.....	7 00	49 75	108 22	.....	161 64	737 33	4,869 48
Smithtown	13,625 92	52 31	1,229 51	190 81	.....	414 52	.....	3 00	597 28	.....	16,061 04
Southampton	72,978 18	3,000 22	5,838 39	.....	2,988 19	3,365 90	25 19	52 58	2,648 65	633 50	84,883 70
Southold	31,207 48	2,511 37	994 83	.....	.....	1,170 66	.....	207 03	1,747 23	262 59	35,327 23
Total	$400,293 26	.....	$11,170 32	$2,313 66	.....	$9,924 39	.....	$1,181 94	$11,682 27	.....	$436,565 84

ST. LAWRENCE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Brasher	$5,794 81	$957 23	$1,988 59	$113 62	$97 79	$1,238 62	.....	$355 49	.....	.....	$9,491 13
Canton	10,748 61	735 21	1,308 17	5,877 29	7,122 71	458 04	$41 96	235 81	$101 43	$662 76	18,729 35
Clare	3,119 97	220 04	158 17	.....	66 96	65 45	200 04	.....	6 00	282 08	3,349 59
Clifton	2,799 72	275 28	200 00	.....	.....	.....	50 00	19 50	492 38	111 12	3,511 60
Colton	6,673 03	76	494 53	434 50	.....	300 00	.....	193 93	364 25	.....	8,460 24
DeKalb	9,095 88	3 61	701 15	2,516 17	11 82	1,090 83	1 93	90 36	2,316 74	1 26	15,811 13
De Peyster	5,068 27	.....	385 49	76 50	.....	304 63	.....	18 50	205 18	.....	6,058 57
Edwards	3,340 73	.....	328 45	4,577 15	423 81	165 25	34 75	117 57	15 14	67 29	8,544 29
Fine	3,692 05	1,590 95	328 43	.....	366 79	681 70	.....	182 57	213 03	279 23	5,097 78
Fowler	6,587 60	48 69	342 59	2,413 91	71 23	518 27	.....	58 45	299 35	.....	10,220 17
Gouverneur	7,612 94	26 10	1,181 28	296 57	185 87	488 97	21 05	94 12	164 50	93 11	9,838 38
Hammond	5,181 35	25 25	.....	.....	353 71	412 22	62 33	12 29	110 80	385 34	5,716 66
Hermon	5,174 72	26 97	175 83	716 86	.....	400 55	.....	73 22	151 78	.....	6,692 96
Hopkinton	5,196 36	863 93	468 05	61 77	661 00	707 62	.....	16 16	176 99	135 13	6,626 95
Lawrence	5,022 72	428 47	1,325 57	.....	.....	154 82	.....	14 25	191 09	.....	6,708 45
Lisbon	11,733 96	1,470 99	1,142 00	1,321 35	1,337 87	551 58	.....	257 01	2 20	740 79	15,008 10
Lewisville	7,875 92	708 55	301 40	.....	509 72	458 97	.....	37 44	146 78	376 60	8,820 51
Macomb	5,429 52	18 90	400 00	.....	.....	335 29	44 39	17 92	132 08	.....	6,314 81
Madrid	4,872 35	45 45	587 20	.....	.....	462 94	80 11	69 99	2 30	427 71	5,994 78
Massena	9,002 45	.....	840 14	.....	518 57	200 62	199 91	25 92	1,034 63	31 84	11,103 76
Morristown	5,168 41	778 78	667 12	910 88	185 03	706 65	344 12	154 58	253 10	1,011 13	7,860 74
Norfolk	7,081 56	319 10	1,052 18	148 95	174 35	200 50	44 95	175 05	2,117 17	13	10,775 41
Oswegatchie	9,963 58	130 79	1,600 37	2,352 46	41 67	942 05	.....	127 86	417 49	120 65	15,403 81
Parishville	5,005 29	150 93	598 32	965 92	11 33	238 78	80 84	262 57	22 21	65 22	7,093 09
Piercefield	8,618 84	.....	1,994 54	.....	368 62	614 61	50 14	10 11	808 00	.....	12,046 10
Pierrepont	5,915 30	105 42	419 87	.....	729 70	476 25	70 43	115 61	212 43	420 16	7,139 46
Pitcairn	2,975 47	11 98	277 27	.....	.....	33 59	16 41	102 35	125 79	.....	3,514 47
Potsdam	8,677 91	.....	1,949 07	2,516 55	.....	903 28	96 72	173 34	1,014 45	369 74	15,234 60
Rossie	2,678 61	297 38	570 71	.....	172 41	3,334 73	21 78	60 70	12 00	255 78	6,656 75
Russell	6,630 31	200 70	580 42	.....	6 10	237 89	71 09	92 04	24 00	183 96	7,564 66
Stockholm	6,188 36	20 80	593 18	289 38	117 44	213 05	86 95	141 90	319 00	39 10	7,744 87
Waddington	4,268 06	40 46	499 90	642 45	.....	231 98	.....	59 71	305 87	234 42	6,007 97
Total	$197,194 66	.....	$23,459 99	$26,232 28	.....	$17,129 73	.....	$3,366 32	$11,758 16	.....	$279,141 14

TIOGA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Barton	$4,229 20	.....	$1,262 43	$2,583 15	.....	$250 00	.....	$24 38	$675 62	.....	$9,024 78
Berkshire	2,487 18	$248 68	633 82	194 46	.....	377 58	$54 63	1 65	14 20	$128 28	3,708 89
Candor	8,155 83	14 34	1,508 07	970 00	$1 93	195 38	45 20	11 85	134 01	109 22	10,975 14
Newark Valley	3,259 09	738 42	992 32	.....	149 60	97 42	26 55	2 55	82 24	380 43	4,433 62
Nichols	4,187 66	58 75	1,002 78	.....	274 83	346 69	40 97	10 75	545 40	88 09	6,093 28
Owego	12,733 72	18 59	4,911 16	175 00	9 74	463 45	.....	66 26	771 22	.....	19,120 81
Richford	4,200 94	200 62	785 47	.....	91 67	137 29	64 23	12 85	724 21	233 09	5,860 76
Spencer	7,988 09	155 96	1,711 96	.....	.....	279 00	.....	.....	150 00	.....	10,129 05
Tioga	7,053 81	.....	2,053 61	2,539 54	.....	344 54	55 46	.....	425 37	20 47	12,416 87
Total	$54,295 52	.....	$14,861 62	$6,462 15	.....	$2,491 35	.....	$130 29	$3,522 27	.....	$81,763 20

TOMPKINS COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Caroline	$5,971 69	.....	$372 44	$299 00	.....	$82 19	$2 81	.....	$118 52	.....	$6,843 84
Danby	4,228 74	$40 52	276 14	794 14	$3 91	244 84	67 61	$20 21	114 50	$205 61	5,678 57
Dryden	10,218 22	6 00	2,235 06	2,958 75	.....	744 15	.....	74 36	218 51	131 13	16,449 05
Enfield	3,621 55	48 03	752 42	.....	29 17	99 91	1 18	16 40	35 67	180 06	4,525 95
Groton	8,346 37	310 21	2,520 86	.....	102 63	490 56	43 61	54 00	428 50	71 14	11,840 29
Ithaca	3,870 70	204 04	511 14	450 80	212 47	196 28	53 44	.....	11 25	160 59	5,040 17
Lansing	5,772 38	4 46	548 65	.....	80 00	65 82	91 50	.....	51 09	266 61	6,437 94
Newfield	4,685 58	96 18	805 20	.....	209 38	354 13	64 41	23 70	224 46	89 80	5,593 07
Ulysses	5,124 25	3 65	1,096 63	.....	203 37	67 50	82 50	.....	9 00	81 44	6,297 38
Total	$51,839 48	.....	$8,618 54	$4,502 69	.....	$2,345 38	.....	$188 67	$1,211 50	.....	$68,706 26

ULSTER COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Denning	$3,856 88	$246 18	$535 64	.....	$211 19	$77 28	$15 25	.....	$77 45	$240 73	$4,547 25
Esopus	5,678 14	416 41	310 20	.....	140 66	287 60	10 75	.....	91 98	127 84	6,367 92
Gardner	4,400 68	3 07	1,695 00	$1,277 00	29 76	57 04	63 21	$3 75	197 50	55	7,631 77
Hardenburgh	2,755 70	.....	418 20	500 63	81 17	61 53	18 83	2 31	80 40	68 97	3,818 77
Hurley	3,152 02	3 84	163 84	.....	35 04	52 80	46 28	.....	100 06	.....	3,468 72
Kingston	696 26	52 43	.....	388 05	750 00	6 90	13 20	.....	11 00	9 10	1,102 21
Lloyd	4,282 86	616 83	187 83	.....	498 66	23 00	162 08	5 00	.....	518 65	4,498 69
Marbletown	5,669 82	300 33	103 25	.....	973 03	82 71	7 26	.....	.....	339 65	5,855 78
Marlborough	6,651 42	979 40	532 83	.....	301 56	240 78	143 82	.....	50 00	45 55	7,475 03
New Paltz	3,752 81	122 66	254 74	.....	62 97	564 94	96 30	.....	62 00	144 27	4,634 49
Olive	6,108 43	606 93	399 18	.....	78 97	60 86	39 72	.....	67 80	66 61	6,636 27
Plattekill	3,895 29	42 12	201 27	4 25	11 47	81 14	17 87	.....	3 00	154 87	4,184 95
Rochester	5,883 47	.....	1,118 89	.....	.....	167 04	11 23	.....	118 00	.....	7,287 40
Rosendale	2,967 43	235 56	445 90	.....	.....	3 85	58 43	.....	14 10	26 90	3,421 28
Saugerties	12,591 83	.....	1,649 69	.....	.....	213 00	.....	8 30	981 28	.....	15,444 10
Shandaken	5,330 36	874 63	1,243 92	.....	270 66	757 45	35 69	24 00	93 27	145 19	7,449 00
Shawungunk	7,858 72	26 04	1,659 45	.....	70 66	142 11	12 97	5 22	88 44	69 62	9,748 94
Ulster	4,296 03	734 83	1,045 51	1,042 00	793 42	42 04	65 97	.....	.....	112 87	6,425 58
Wawarsing	11,395 46	216 68	1,025 59	.....	474 41	105 53	.....	9 30	.....	336 32	12,535 88
Woodstock	5,207 75	515 49	749 59	.....	352 61	92 81	119 47	.....	44 51	244 81	6,094 66
Total	$106,426 36	.....	$13,741 32	$3,211 93	.....	$3,120 41	.....	$57 88	$2,080 79	.....	$128,638 69

WARREN COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Bolton	$5,345 89	$377 35	$609 32	$1,112 76	$9 17	$138 54	$61 46	.....	$261 78	$49 33	$7,468 29
Caldwell	1,946 09	737 00	270 15	187 13	47 81	129 64	50 31	.....	.....	343 89	2,533 01
Chester	5,123 35	1 15	760 23	.....	140 31	421 53	2 65	.....	282 30	661 81	6,587 41
Hague	3,539 69	.....	184 77	.....	135 84	186 44	23 75	$3 20	98 67	201 52	4,012 77
Horicon	3,157 36	53 26	1,077 39	.....	29 28	280 43	20 28	.....	29 58	91 81	4,544 76
Johnsburgh	10,205 59	.....	2,279 41	2,130 35	865 24	303 77	.....	40 15	259 72	1,950 13	15,218 99
Luzerne	3,208 35	1 76	334 10	1,646 67	16 58	103 00	3 01	.....	552 75	15	5,844 87
Queensbury	9,503 50	132 97	504 05	.....	51	292 26	15 54	.....	249 01	99	10,548 82
Stony Creek	2,177 56	178 75	407 97	920 49	.....	170 79	.....	.....	493 53	6 47	4,170 34
Thurman	2,619 48	.....	5,257 66	155 00	.....	92 42	0 48	35 55	503 35	.....	8,663 46
Warrensburgh	3,557 49	426 12	2,923 61	4 18	.....	172 07	6 87	22 50	16 00	285 76	6,695 85
Total	$50,384 35	.....	$14,608 66	$6,156 58	.....	$2,290 89	.....	$101 40	$2,746 69	.....	$76,288 57

WASHINGTON COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Argyle	$5,254 24	$246 93	$446 61	$725 50	$149 41	$235 76	$206 10	$6 00	$542 76	$97 22	$7,210 87
Cambridge	3,432 00	51 22	332 22	.....	394 60	238 07	38 59	25 30	37 00	399 66	4,064 59
Dresden	3,269 44	.....	486 78	.....	.....	72 30	.....	95 88	145 91	.....	4,070 31
Easton	5,495 79	50 76	1,088 41	.....	.....	136 39	238 04	72 20	184 84	517 99	6,977 63
Fort Ann	6,510 33	121 18	1,080 88	.....	.....	215 92	54 10	5 07	226 13	286 87	8,038 33
Fort Edward	6,221 41	4 66	1,231 51	.....	.....	106 15	21 92	23 00	12 30	560 99	7,594 37
Granville	4,495 47	226 17	660 34	.....	14 66	282 50	.....	.....	140 20	.....	5,578 51
Greenwich	4,581 47	353 54	554 94	2,516 51	41 05	255 42	.....	.....	40 11	351 34	7,948 45
Hampton	1,993 28	311 52	253 63	.....	.....	35 05	17 53	.....	.....	100 00	2,281 96
Hartford	4,108 54	112 90	209 90	337 26	152 10	35 88	49 19	.....	118 15	138 33	4,809 73
Hebron	3,988 44	77 40	397 43	.....	.....	91 11	8 89	2 20	162 04	46 07	4,641 22
Jackson	2,823 20	37 86	712 12	.....	642 93	146 95	3 05	4 95	195 05	.....	3,882 27
Kingsbury	5,580 52	477 72	173 81	.....	117 58	475 44	142 47	.....	501 43	23 77	6,731 20
Putnam	1,693 30	72 60	98 66	.....	.....	38 95	15 68	.....	59 66	130 36	1,890 57
Salem	3,744 61	304 84	881 88	.....	28 21	107 59	.....	7 50	77 50	.....	4,819 08
White Creek	3,037 88	526 10	310 04	1,480 00	660 01	482 29	96 73	15 59	430 81	256 86	5,756 61
Whitehall	4,647 78	137 51	637 89	.....	.....	94 35	6 93	8 00	369 67	67 93	5,757 69
Total	$70,877 70	.....	$9,557 05	$5,059 27	.....	$3,050 12	.....	$265 69	$3,243 56	.....	$92,053 39

WAYNE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Arcadia	$12,480 00	$310 89	$65 25	$3,047 14	$301 51	$815 87	.....	$115 29	$463 16	$283 83	$16,986 71
Butler	5,094 37	556 29	.....	.....	809 64	555 65	.....	95 36	285 03	126 61	6,030 41
Galen	8,415 74	2 83	440 78	.....	209 22	341 88	$15 62	8 65	282 73	230 50	9,489 78
Huron	5,401 79	.....	640 35	.....	154 12	153 81	57 34	835 68	215 00	189 30	7,246 63
Lyons	8,310 95	200 00	616 77	372 00	103 19	366 00	53 06	54 25	729 24	16 51	10,449 21
Macedon	6,148 41	40 33	466 42	.....	46 76	187 26	145 89	8 80	107 83	361 78	6,918 74
Marion	5,926 52	.....	449 56	257 00	.....	200 00	.....	22 08	427 61	53 72	7,282 77
Ontario	6,219 15	.....	151 06	194 33	333 23	387 53	.....	59 12	725 98	108 98	7,737 17
Palmyra	7,289 63	74 83	226 69	506 00	.....	404 02	.....	52 84	248 28	763 89	8,727 46
Rose	5,354 61	2 48	28 19	.....	93 58	400 57	3 70	48 11	1 00	270 66	5,832 48
Savannah	4,855 87	321 83	342 85	.....	9 65	228 00	.....	48 46	25 50	426 04	5,500 68
Sodus	15,267 67	835 56	880 27	571 63	48 10	424 23	84 10	72 05	30 00	897 95	17,245 85
Walworth	5,412 31	228 19	658 91	.....	6 57	540 44	87 97	115 75	336 47	143 04	7,063 88
Williamson	8,246 24	.....	290 20	909 80	.....	1,000 00	.....	48 40	451 60	.....	10,946 24
Walcott	6,203 09	311 66	2,067 40	.....	660 26	439 12	.....	164 47	303 88	598 04	9,177 96
Total	$110,626 35	.....	$7,324 70	$5,857 90	.....	$6,444 38	.....	$1,749 31	$4,633 33	.....	$136,635 97

WESTCHESTER COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Bedford	$25,815 26	$8,077 66	$714 09	.....	$1,603 71	$404 72	$492 33	.....	$14 00	$1,031 12	$26,948 07
Cortlandt	31,476 05	3,982 30	503 06	.....	374 33	654 63	227 77	.....	181 21	630 52	32,814 95
Eastchester	10,230 89	973 22	319 04	.....	.....	151 24	308 97	$162 62	124 00	189 89	10,987 79
Greenburgh	56,033 37	406 36	609 59	.....	3 63	148 55	1 45	624 25	.....	59 00	57,415 76
Harrison	29,104 70	5,805 93	5 00	.....	824 87	16 65	148 95	.....	200 00	162 50	29,326 35
Lewisboro	3,962 59	520 00	113 69	.....	197 04	60 45	61 98	.....	42 60	412 68	4,179 33
Mamaroneck	7,460 42	524 88	96 66	.....	381 86	154 10	86 56	39 00	214 28	176 53	7,964 46
Mount Pleasant	9,161 04	729 30	163 44	$1,196 57	63 99	70 09	124 39	.....	.....	400 00	10,591 14
New Castle	106,435 97	25,644 29	245 31	2,481 17	1,627 65	181 76	127 35	46 00	63 89	756 41	109,454 10
North Castle	5,113 81	76 40	79 07	.....	1 78	44 15	50 37	.....	88 69	199 65	5,325 72
North Salem	3,785 20	117 84	176 94	.....	280 52	38 69	53 04	.....	150 98	28 12	4,151 81
Ossining	6,774 63	1,381 70	33 18	341 21	525 61	134 36	43 82	.....	120 99	422 21	7,404 37
Pelham	1,357 56	950 99	.....	.....	.....	.....	.....	.....	.....	.....	1,357 56
Poundridge	2,332 66	222 68	94 23	.....	23 55	.....	46 37	.....	25 23	142 73	2,452 12
Rye	6,664 20	2,926 75	127 40	.....	348 64	.....	553 77	41 40	.....	123 52	6,833 00
Scarsdale	11,460 06	16,549 77	.....	.....	1,213 30	28 30	321 14	56 37	142 25	686 47	11,686 98
Somers	3,844 69	748 41	171 86	.....	309 96	62 55	117 45	.....	.....	451 58	4,079 10
White Plains	8,253 84	787 13	.....	.....	100 00	193 24	333 01	.....	.....	435 00	8,447 08
Yorktown	8,683 77	923 94	119 05	.....	233 50	151 81	48 19	.....	20 00	135 76	8,974 63
Total	$337,950 71	.....	$3,571 61	$4,018 95	.....	$2,495 29	.....	$969 64	$1,388 12	.....	$350,394 32

WYOMING COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Arcade	$2,967 40	$742 65	$460 04	$7,969 00	$46 67	$139 19	$234 11	$207 85	$21 00	$428 53	$11,764 48
Attica	3,750 85	129 50	1,632 38	549 63	9 94	191 86	32 87	431 80	399 37	158 16	6,955 89
Bennington	5,724 68	944 43	2,498 60	.....	25	357 96	3 36	.....	1,196 41	3 59	9,777 65
Castile	4,829 82	.....	474 43	.....	188 60	303 06	1 07	116 46	88 25	557 14	5,812 02
Covington	3,172 32	427 68	56 44	452 71	311 02	95 46	23 75	110 25	23 00	274 65	3,910 18
Eagle	3,243 34	91 23	682 66	323 47	97	130 98	.....	263 64	312 13	108 10	4,956 22
Gainesville	3,643 64	14 61	1,076 62	.....	2 86	429 44	4 72	278 70	95 74	199 74	5,524 14
Genesee Falls	2,023 20	17 35	140 14	250 00	42 49	61 09	8 25	68 65	468 07	59 28	3,011 15
Java	3,161 06	74 94	560 08	1,450 78	.....	245 27	4 73	291 07	17 86	4 79	5,726 12
Middlebury	4,749 62	23 58	427 20	2,101 00	133 08	287 42	24 21	398 70	31 25	577 05	7,995 19
Orangeville	3,242 05	213 57	571 49	272 50	571 34	58 23	85 73	102 25	.....	328 90	4,246 52
Perry	5,332 11	12 39	191 81	.....	278 19	191 37	93 76	277 05	910 52	198 24	6,902 86
Pike	3,235 12	1 88	255 75	850 00	92 05	70 22	30 39	218 52	888 80	97 67	5,518 41
Sheldon	5,133 58	39	481 27	1,040 00	28 73	255 71	29	361 60	33 87	1 77	7,305 43
Warsaw	4,264 81	101 72	350 57	2,027 51	1 93	432 04	53	184 26	54 69	362 49	7,313 88
Wethersfield	2,966 34	12 01	448 09	.....	6 79	277 67	22 33	112 93	149 88	128 81	3,954 91
Total	$61,439 94	.....	$10,307 57	$17,286 60	.....	$3,526 97	.....	$3,423 73	$4,690 84	.....	$100,675 65

YATES COUNTY.

OWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Barrington	$3,412 35	$221 91	$448 29	$92 98	$557 48	$197 96	$24 06	$18 38	$51 84	$461 91	$4,221 80
Benton	5,683 69	10 90	311 84	.....	360 21	340 64	223 85	25 19	26 00	816 65	6,387 36
Italy	3,636 50	2 48	251 63	380 50	351 56	83 20	25 78	71 05	47 90	65 25	4,470 78
Jerusalem	8,254 50	154 79	407 68	.....	4 47	225 89	57 36	3 75	56 05	503 51	8,947 87
Middlesex	3,939 55	151 72	163 27	.....	93 06	218 48	.....	22 39	125 27	39 77	4,468 96
Milo	4,565 23	166 61	519 80	1,000 00	717 68	69 96	365 35	2 45	22 00	701 48	6,179 44
Potter	3,396 74	55 57	202 97	.....	281 43	103 85	127 97	63 47	21 78	236 82	3,788 81
Starkey	4,418 08	49 66	590 18	184 00	857 14	343 60	205 63	.....	.....	847 95	5,535 86
Torrey	2,595 74	19 43	194 73	.....	205 36	89 78	11 94	.....	3 93	187 17	2,884 18
Total	$39,902 38	.....	$3,090 39	$1,657 48	.....	$1,673 36	.....	$206 68	$354 77	.....	$46,885 06

SUMMARY.

COUNTIES.	Repair of highways including materials and rental of machinery.	Repair of bridges.	Construction of new bridges.	Purchase, repair and storage of machinery.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Total expenditures for all highway purposes.
Albany	$65,074 23	$5,309 79	$13,712 15	$1,855 40	$184 20	$2,391 63	$88,527 40
Allegany	110,507 39	28,320 17	15,017 34	8,466 20	741 46	8,343 32	171,395 88
Broome	60,538 81	10,898 58	11,352 44	4,108 15	231 76	2,254 46	89,384 20
Cattaraugus	107,434 14	19,230 66	39,553 42	5,751 00	1,599 80	4,366 74	177,935 76
Cayuga	82,778 98	3,907 73	7,154 28	5,091 42	1,599 87	5,190 45	105,722 73
Chautauqua	102,128 47	28,365 73	32,303 03	7,672 14	2,723 35	6,033 64	179,226 36
Chemung	42,655 33	11,671 89	1,830 87	1,915 14	376 48	4,172 43	62,622 14
Chenango	78,682 57	11,162 48	4,576 12	4,565 11	118 40	2,269 85	101,374 53
Clinton	61,522 95	10,122 96	6,561 20	3,106 75	2,074 75	8,016 52	91,405 13
Columbia	74,861 27	14,203 83	5,554 70	4,150 26	31 70	3,723 20	102,524 96
Cortland	39,831 87	6,610 64	5,298 93	1,818 82	287 51	1,725 10	55,572 87
Delaware	120,930 09	18,040 67	5,665 98	7,556 80	279 99	8,821 20	161,294 73
Dutchess	127,410 43	11,204 41	8,381 51	7,030 70	120 81	8,507 09	162,654 95
Erie	163,475 45	26,840 78	25,688 99	5,908 69	7,127 78	3,608 30	232,649 99
Essex	81,048 28	8,960 96	14,840 98	4,367 36	1,452 78	16,330 26	127,000 62
Franklin	88,193 25	13,034 64	9,860 66	6,110 28	3,105 67	10,778 57	131,083 07
Fulton	34,407 10	7,871 76	4,414 89	2,738 18	540 98	3,540 56	53,513 47
Genesee	69,687 20	6,158 57	6,105 56	4,574 62	6,210 14	1,119 06	93,855 15
Greene	85,406 89	6,576 50	4,565 30	2,539 49	27 11	2,790 84	101,906 13
Hamilton	35,143 44	5,850 16	2,560 78	2,475 56	821 25	5,297 58	52,148 77
Herkimer	83,388 17	13,747 52	11,591 36	5,822 23	1,671 45	7,613 22	123,833 95
Jefferson	113,930 73	6,296 60	17,635 58	8,677 17	4,309 84	5,822 74	156,672 66
Lewis	78,770 96	12,136 24	8,856 52	6,896 83	5,849 83	16,209 20	128,719 58
Livingston	81,986 43	10,802 73	20,436 13	5,631 81	1,838 34	9,779 28	130,474 72
Madison	83,880 15	7,895 31	9,533 39	6,633 16	214 94	3,765 85	111,922 80
Monroe	127,519 58	9,984 95	5,605 38	6,396 25	5,780 10	6,961 02	162,247 28
Montgomery	48,213 39	13,206 91	1,342 74	3,172 43	1,064 94	6,994 59	73,995 00
Nassau	143,525 66	3,774 53	3,053 30	1,060 90	140 72	3,298 55	154,853 66
Niagara	70,503 90	9,991 55	2,221 79	5,188 06	1,342 36	2,616 34	91,864 00
Oneida	117,619 74	22,373 32	4,561 26	6,736 26	3,923 67	4,446 84	159,661 09
Onondaga	109,224 38	7,653 16	48,297 31	9,548 49	981 92	4,706 61	180,411 87
Ontario	100,399 51	7,707 19	5,101 95	7,847 17	1,536 39	4,889 63	127,481 84
Orange	126,326 16	12,922 55	5,153 71	4,849 17	81 96	3,536 66	152,870 21
Orleans	53,165 48	8,978 38	1,157 40	6,311 58	1,989 58	2,323 30	73,925 72

Town of Charlott, Chautauqua County. Reinforced Concrete Bridge Built by Town Superintendent, 38 feet over all, 21 feet Roadway. Cost $1,083.

STATEMENT SHOWING RECEIPTS IN REGARD TO TOWN HIGHWAYS AND BRIDGES IN EACH TOWN.

ALBANY COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Berne	135	$625,773	$4,631	$315 20	$2,200 00	$2,200 00	$4,715 20	$1,251 73	$103 53	$205 11	$6,275 57
Bethlehem	109	3,251,030	29,825	1,252 48	7,554 30	3,200 00	12,006 78	14,857 60	509 38	1,551 65	28,925 41
Coeymans	104	2,145,995	20,634	674 14	5,000 00	2,500 00	8,174 14	1,227 53	333 74	489 78	10,225 19
Colonie	127	6,560,991	51,661	441 44	12,110 00	6,000 00	18,551 44	1,058 04	539 04	1,105 94	21,254 46
Guilderland	136	1,220,674	8,975	205 01	3,000 00	2,000 00	5,205 01	753 80	308 85	500 26	6,767 92
Knox	86	553,227	6,432	88 70	1,400 00	1,260 00	2,748 70	302 81	277 27	160 06	3,488 84
New Scotland	115	1,649,351	14,342	192 68	4,000 00	2,650 00	6,842 68	2,058 22	443 05	1,930 05	11,274 00
Rensselaerville	146	761,546	5,216	112 54	3,320 00	2,628 00	6,060 54	1,666 46	437 35	1,202 01	9,366 36
Westerlo	140	817,826	5,841	1,039 84	2,240 00	2,016 00	5,295 84	634 66	76 15	1,527 67	7,534 32
Total	1,098	.....	.....	$4,322 03	$40,824 30	$24,454 00	$69,600 33	$23,810 85	$3,028 36	$8,672 53	$105,112 07

ULSTER COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balance in highway fund.	Repair of bridges.	Construction of new bridges.	Balance in bridge fund.	Purchase, repair and storage of machinery.	Balance in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balance in miscellaneous fund.	Total expenditures for all highway purposes.
Denning	$3,856 88	$246 18	$535 64	.....	$211 19	$77 28	$15 25	.....	$77 45	$240 73	$4,547 25
Esopus	5,678 14	416 41	310 20	.....	140 66	287 60	10 75	.....	91 98	127 84	6,367 92
Gardner	4,400 68	3 07	1,695 00	$1,277 00	29 76	57 04	63 21	$3 75	197 50	55	7,631 77
Hardenburgh	2,755 70	.....	418 20	500 63	81 17	61 53	18 83	2 31	80 40	68 97	3,818 77
Hurley	3,152 02	3 84	163 84	.....	35 04	52 80	46 28	.....	100 06	.....	3,468 72
Kingston	696 26	52 43	.....	388 05	750 00	6 90	13 20	.....	11 00	9 10	1,102 21
Lloyd	4,282 86	616 83	187 83	.....	498 66	23 00	162 08	5 00	.....	518 65	4,498 69
Marbletown	5,669 82	300 33	103 25	.....	973 03	82 71	7 26	.....	.....	339 65	5,855 78
Marlborough	6,651 42	979 40	532 83	.....	301 56	240 78	143 82	.....	50 00	45 55	7,475 03
New Paltz	3,752 81	122 66	254 74	.....	62 97	564 94	96 30	.....	62 00	144 27	4,634 49
Olive	6,108 43	606 93	399 18	.....	78 97	60 86	39 72	.....	67 80	66 61	6,636 27
Plattekill	3,895 29	42 12	201 27	4 25	11 47	81 14	17 87	.....	3 00	154 87	4,184 95
Rochester	5,883 47	.....	1,118 89	.....	.....	167 04	11 23	.....	118 00	.....	7,287 40
Rosendale	2,967 43	235 56	445 90	.....	.....	3 85	58 43	.....	14 10	26 90	3,421 28
Saugerties	12,591 83	.....	1,649 69	.....	.....	213 00	.....	8 30	981 28	.....	15,444 10
Shandaken	5,330 36	874 63	1,243 92	.....	270 66	757 45	35 69	24 00	93 27	145 19	7,449 00
Shawungunk	7,853 72	26 04	1,659 45	.....	70 66	142 11	12 97	5 22	88 44	69 62	9,748 94
Ulster	4,296 03	734 83	1,045 51	1,042 00	793 42	42 04	65 97	.....	.....	112 87	6,425 58
Wawarsing	11,395 46	216 68	1,025 59	.....	474 41	105 53	.....	9 30	.....	336 32	12,535 88
Woodstock	5,207 75	515 49	749 59	.....	352 61	92 81	119 47	.....	44 51	244 81	6,094 66
Total	$106,426 36	.....	$13,741 32	$3,211 93	.....	$3,120 41	.....	$57 88	$2,080 79	.....	$128,638 69

ALLEGANY COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Alfred	64	$435,293	$6,801	$586 95	$3,393 77	$1,575 00	$5,555 72	$1,319 12	$532 67	$196 77	$7,604 28
Allen	68	317,944	4,675	279 37	1,756 80	1,500 00	3,536 17	2,997 81	107 39	252 29	6,893 66
Alma	55	475,725	8,649	525 05	1,970 36	1,375 00	3,870 41	1,054 54	201 36	602 23	5,728 54
Almond	88	733,081	8,330	1 75	4,270 22	2,000 00	6,271 97	2,583 02	100 13	222 20	9,177 32
Aneity	63	611,180	9,701	21 09	2,902 22	1,575 00	4,498 31	2,294 24	254 64	605 54	7,652 73
Andover	74	603,186	8,151	213 93	2,524 14	1,644 00	4,382 07	2,142 33	381 82	485 30	7,391 52
Angelica	56	379,321	6,773	32 42	1,535 39	1,395 00	2,962 81	1,677 08	469 55	875 99	5,985 43
Belfast	72	1,037,805	14,413	285 71	2,243 98	800 00	3,329 69	3,101 45	96 31	222 23	6,749 68
Birdsall	63	288,413	4,578	23 33	2,002 52	1,575 00	3,600 85	1,589 55	682 84	703 70	6,576 94
Bolivar	52	825,429	15,873	551 55	1,807 28	900 00	3,258 83	617 92	368 48	521 51	4,766 71
Burns	49	429,432	8,764	385 74	2,650 00	1,225 00	4,260 74	2,272 87	675 44	449 50	7,658 55
Caneadea	66	833,526	12,629	2 70	2,420 62	1,440 00	3,863 32	2,738 81	126 52	500 13	7,228 78
Centerville	69	482,985	6,999	467 31	1,874 75	1,485 00	3,827 06	1,055 82	509 38	628 72	6,020 98
Clarksville	54	450,382	8,340	230 41	1,705 45	1,350 00	3,285 86	842 03	364 78	558 80	5,051 47
Cuba	73	748,646	10,255	1,147 26	1,635 60	1,120 00	3,902 86	2,228 14	473 90	232 09	6,836 99
Friendship	53	583,473	11,008	110 96	2,226 63	960 00	3,297 59	1,437 63	425 42	125 06	5,285 70
Genesee	52	665,189	12,792	1,005 58	2,147 36	1,200 00	4,352 94	344 60	492 84	700 00	5,890 38
Gauger	66	464,530	7,038	1,733 14	1,512 24	1,200 00	4,445 38	2,028 25	361 64	416 08	7,251 35
Grove	65	363,037	5,585	125 25	1,810 63	1,620 00	3,555 88	478 23	430 14	304 96	4,769 21
Hume	72	1,057,983	14,694	225 97	4,809 86	1,800 00	6,835 83	2,781 98	200 00	600 00	10,417 81
Independence	76	497,421	6,545	569 75	1,810 57	1,620 00	4,000 32	1,072 87	322 53	502 02	5,897 74
New Hudson	70	582,016	8,314	73 72	2,482 40	1,520 00	4,076 12	1,198 80	210 98	149 59	5,635 50
Rushford	75	679,267	9,056	212 88	2,716 46	1,120 00	4,049 34	1,023 52	539 51	481 81	6,094 18
Scio	62	732,994	11,822	154 99	3,120 75	1,200 00	4,475 74	2,384 42	146 67	846 60	7,853 43
Ward	53	253,892	4,790	318 03	800 00	800 00	1,918 03	1,888 27	148 47	267 07	4,221 84
Wellsville	67	745,651	11,129	100 00	4,848 00	1,675 00	6,623 00	1,644 73	514 53	500 00	9,282 26
West Almond	67	280,691	4,189	16 38	1,839 71	1,100 00	2,956 09	901 00	91 42	213 98	4,162 49
Willing	76	406,201	5,344	638 79	1,866 90	1,656 00	4,161 68	1,246 55	338 54	592 55	6,339 32
Wirt	74	660,628	8,927	533 19	2,241 95	1,440 00	4,215 14	1,681 13	263 67	245 95	6,405 89
Total	1,894	.....	.....	$10,573 19	$68,926 56	$39,870 00	$119,369 75	$48,626 71	$9,831 55	$13,002 67	$190,830 68

BROOME COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Barker	82	$571,553	$6,970	$340 76	$1,541 02	$1,981 67	$3,863 45	$614 19	$114 49	$108 88	$4,701 01
Binghamton	59	231,859	3,929	.....	1,200 00	1,200 00	2,400 00	362 18	150 00	98 40	3,010 58
Chenango	73	708,139	9,700	162 27	1,708 20	1,194 93	3,065 40	662 95	297 85	200 12	4,226 32
Colesville	160	1,092,113	6,825	2 56	4,987 70	3753 55	8,743 81	3,723 96	733 71	581 90	13,783 38
Conklin	54	622,259	11,523	330 67	1,500 00	900 00	2,730 67	1,231 56	200 00	99 34	4,261 57
Dickenson	7	207,469	29,638	78 71	342 33	171 16	592 20	204 69	33 82	11 10	841 81
Fenton	77	581,111	7,546	1,106 16	1,650 00	1,320 00	4,076 16	4,329 49	485 42	202 70	9,093 77
Kirkwood	66	643,906	9,756	1,052 83	1,200 00	840 00	3,092 83	964 17	41 71	88 00	4,186 71
Lisle	81	525,090	6,482	148 23	2,256 23	2,025 00	4,429 46	1,200 00	215 52	980 45	6,825 43
Maine	99	523,166	5,284	30 96	650 00	650 00	1,330 96	4,367 69	96 59	78 34	5,873 58
Nanticoke	43	182,579	4,246	14 19	2,297 50	1,800 00	4,111 69	954 62	210 29	650 15	5,926 75
Sanford	187	822,928	4,400	282 05	4,088 37	3,682 67	8,053 09	823 66	777 16	436 58	10,090 49
Triangle	67	386,110	5,762	80 16	1,500 00	1,350 00	2,930 16	1,500 34	201 33	57 83	4,689 66
Union	76	1,134,002	14,921	109 13	2,194 18	1,337 00	3,640 31	2,642 78	184 19	431 80	6,899 08
Vestal	112	660,535	5,897	513 19	2,524 00	2,250 00	5,287 19	1,617 71	462 68	426 32	7,793 90
Windsor	194	864,912	4,458	1,059 75	3,500 00	3,500 00	8,059 75	4,351 93	800 00	225 40	13,437 08
Total	1,437	.....	.....	$5,311 62	$33,139 53	$27,955 98	$66,407 13	$29,551 92	$5,004 76	$4,677 31	$105,641 12

CATTARAUGUS COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Allegany	99	$1,660,982	$16,777	$366 92	$3,039 60	$1,200 00	$4,606 52	$600 00	$514 24	$102 20	$5,822 96
Ashford	97	820,722	8,461	54 12	3,700 40	2,000 00	5,751 52	3,608 65	404 67	544 96	10,312 80
Carrollton	31	797,590	25,728	1,092 21	2,100 00	697 59	3,889 80	503 79	112 04	277 69	4,783 32
Cold Springs	35	318,101	9,088	221 29	800 00	400 00	1,421 29	1,246 95	129 11	117 90	2,915 28
Conewango	66	593,245	8,988	26 63	1,700 00	1,210 00	2,936 63	2,728 88	168 60	434 58	6,268 78
Dayton	67	745,606	11,128	19 83	2,111 57	1,000 00	3,131 40	3,458 24	100 90	303 81	6,994 35
East Otto	72	503,990	6,999	23 12	1,600 00	1,440 00	3,063 12	485 75	97 40	34 40	3,680 67
Elko	20	165,527	8,276	250 46	850 00	300 00	1,400 46	783 93	39 77	56 44	2,280 60
Ellicottville	68	614,865	9,043	2,205 15	2,348 17	840 00	5,393 32	1,125 00	332 39	380 05	7,230 76
Farmersville	78	655,330	8,401	1,259 35	1,308 00	1,040 00	3,607 35	631 78	326 26	211 03	4,776 42
Franklinville	81	761,968	9,407	854 42	1,999 28	1,288 10	4,141 80	816 66	637 59	343 83	5,939 88
Freedom	78	857,686	10,995	116 05	2,855 48	1,690 00	4,661 53	1,795 85	477 00	801 55	7,735 93
Great Valley	78	944,774	12,112	40 36	3,432 77	1,080 00	4,553 13	554 34	134 83	121 90	5,364 20
Hinsdale	73	884,978	12,123	398 74	2,398 35	520 00	3,317 09	1,792 86	70 95	188 40	5,369 30
Humphrey	70	276,780	3,956	1,157 00	1,051 34	1,050 00	3,258 34	382 82	117 14	171 91	3,930 21
Ischua	66	457,023	6,924	.....	2,100 00	1,189 00	3,289 00	792 95	51 55	50 00	4,183 50
Leon	67	438,840	6,549	535 14	1,300 00	1,170 00	3,005 14	1,215 58	136 94	184 02	4,541 68
Little Valley	35	402,212	11,491	320 34	1,173 40	400 00	1,893 74	978 54	168 85	102 68	3,143 81
Lydon	58	328,840	5,671	299 95	1,582 57	1,080 00	2,962 52	411 20	59 40	204 20	3,637 32
Machias	79	826,042	10,456	490 07	2,000 00	1,400 00	3,890 07	368 98	227 43	305 80	4,792 28
Mansfield	77	530,168	6,885	682 17	1,700 00	1,350 00	3,732 17	669 50	475 03	322 85	5,199 55
Napoli	57	380,988	6,684	38 42	1,525 00	900 00	2,463 42	1,142 90	67 93	118 77	3,793 02
New Albion	68	428,797	6,305	460 18	3,010 00	1,700 00	5,170 18	3,791 00	290 64	463 35	9,715 17
Olean	42	1,112,044	26,477	989 05	1,516 50	700 00	3,205 55	1,095 07	172 52	389 30	4,862 44
Otto	55	601,747	11,353	46 76	2,179 92	935 00	3,161 68	1,786 04	102 89	505 47	5,556 08
Perrysburgh	54	477,268	8,838	482 10	1,555 88	1,200 00	3,237 98	166 17	320 84	280 56	4,005 55
Persia	31	237,459	7,659	.....	1,561 95	640 00	2,201 95	3,924 85	469 30	431 48	7,027 58
Portville	54	642,249	11,893	346 07	1,936 28	760 00	3,042 35	19,976 75	92 00	129 59	23,240 69
Randolph	60	319,268	5,321	545 53	3,753 01	1,350 00	5,648 54	2,275 35	255 59	200 00	8,379 48
Red House	32	318,876	9,964	97 78	1,500 00	700 00	2,297 78	882 92	104 87	263 52	3,549 09
Salamanca	18	161,941	8,996	720 31	600 00	450 00	1,770 31	827 31	58 24	172 82	2,828 68
South Valley	45	166,402	3,697	324 43	950 00	950 00	2,224 43	393 07	163 96	56 84	2,838 30
Yorkshire	69	705,621	10,226	223 04	2,500 00	900 00	3,623 04	294 95	102 46	155 34	4,175 79
Total	1,978	.....	.....	$14,686 99	$63,739 47	$33,529 69	$111,956 15	$61,508 63	$6,983 45	$8,427 24	$188,875 47

CAYUGA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Aurelius	66	$1,239,178	$18,790	$1 66	$3,300 00	$1,650 00	$4,951 66	$1,115 83	$299 49	$659 59	$7,026 57
Bratus	52	1,086,594	20,896	1,066 46	1,800 00	900 00	3,766 46	445 00	322 21	845 77	5,379 44
Cato	67	809,100	12,076	103 74	1,530 44	780 00	2,414 18	185 41	185 38	255 25	3,040 22
Conquest	67	831,970	12,417	267 70	1,801 70	1,080 00	3,149 40	1,163 41	136 44	500 00	4,949 25
Fleming	54	820,766	15,199	66 43	1,620 00	810 00	2,496 43	412 55	335 85	440 05	3,684 88
Genoa	77	1,058,249	13,743	484 55	1,800 00	900 00	3,184 55	258 79	272 09	148 12	3,863 55
Ira	73	732,178	10,029	73 41	1,555 91	1,050 00	2,679 32	605 91	167 44	504 03	3,956 70
Ledyard	85	959,883	11,292	94 47	5,955 25	2,125 00	8,174 72	655 22	157 59	244 29	9,231 82
Locke	53	530,449	10,008	740 15	1,255 17	840 00	2,835 32	658 15	172 50	266 50	3,932 47
Ments	40	853,206	21,330	34 45	2,833 80	1,000 00	3,868 25	184 67	730 91	743 00	5,526 83
Montezuma	40	927,021	23,175	499 00	2,000 00	1,000 00	3,499 00	355 26	179 39	373 40	4,407 05
Moravia	52	537,108	10,329	884 87	2,000 00	1,300 00	4,184 87	500 00	277 71	300 00	5,262 58
Niles	82	783,332	9,552	402 67	1,802 90	1,260 00	3,465 57	2,094 96	132 31	511 32	6,204 16
Owasco	45	1,092,753	24,283	.....	2,477 56	1,125 00	3,602 56	300 00	150 00	150 00	4,202 56
Scipio	79	1,167,907	14,783	123 67	2,200 85	1,100 00	3,424 52	530 09	459 10	546 85	4,960 56
Sempronius	67	450,697	6,726	168 68	1,300 00	1,170 00	2,638 68	275 00	100 00	352 20	3,365 88
Sennett	63	1,211,393	19,228	47 06	4,128 46	1,575 00	5,750 52	114 52	517 94	753 03	7,136 01
Springport	47	669,157	14,237	228 44	2,648 97	1,175 00	4,052 41	1,463 84	114 16	386 62	6,017 03
Sterling	104	928,990	8,932	28 45	3,269 87	2,600 00	5,898 32	800 00	558 78	735 86	7,992 96
Summerhill	61	336,577	5,517	30 15	1,059 67	900 00	1,989 82	417 03	386 15	370 09	3,163 09
Throop	53	629,413	11,875	239 81	1,500 00	900 00	2,639 81	266 73	150 94	420 77	3,478 25
Venice	87	902,404	10,372	557 79	2,100 00	1,470 00	4,127 79	605 49	137 40	467 82	5,338 50
Victory	76	664,178	8,739	530 12	1,881 05	1,280 00	3,691 17	347 54	81 43	527 94	4,648 08
Total	1,490	.....	.....	$6,673 73	$51,821 60	$27,990 00	$86,485 33	$13,755 40	$6,025 21	$10,502 50	$116,768 44

CHAUTAUQUA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Arkwright	67	$356,061	$5,344	.....	$2,892 34	$1,566 00	$4,458 34	$1,639 40	$116 94	$128 07	$6,342 75
Busti	102	781,830	7,665	$332 50	2,008 73	1,600 00	3,941 23	2,306 15	620 35	606 90	7,474 63
Carroll	60	595,202	9,920	185 44	2,322 93	910 00	3,418 37	500 00	130 56	273 65	4,322 58
Charlotte	68	381,950	5,616	149 19	1,967 20	1,700 00	3,816 39	3,014 78	591 29	310 54	7,733 00
Chautauqua	116	2,041,873	17,602	57 51	4,084 70	2,000 00	6,142 21	9,363 01	645 55	1,476 35	17,627 12
Cheery Creek	50	347,612	6,952	308 82	1,066 53	900 00	2,275 35	1,114 71	200 00	109 90	3,699 96
Clymer	70	595,490	8,507	211 06	2,020 00	1,600 00	3,831 06	3,640 15	440 99	314 50	8,226 70
Dunkirk	14	729,516	52,108	68 34	1,095 40	500 00	1,663 74	1,914 30	205 17	137 67	3,920 88
Elery	97	975,915	10,060	316 53	2,200 00	1,540 00	4,056 53	6,313 96	270 41	220 80	10,861 70
Ellicott	69	924,866	13,403	813 08	2,027 80	1,000 00	3,840 88	1,414 15	439 35	804 74	6,499 12
Ellington	69	468,146	6,784	658 79	1,368 39	1,725 00	3,752 18	939 10	200 68	300 00	5,191 96
French Creek	57	360,611	6,326	138 82	1,000 00	900 00	2,038 82	4,457 97	115 00	50 00	6,661 79
Garry	58	490,273	8,453	20 81	2,000 00	1,200 00	3,220 81	1,211 08	150 00	276 78	4,858 67
Hanover	98	1,407,625	14,363	2 74	4,960 10	2,450 00	7,412 84	7,552 46	252 57	539 31	15,757 18
Harmony	153	1,658,279	10,838	1,402 07	3,700 00	2,590 00	7,692 07	1,994 65	650 14	528 18	10,865 04
Kiantone	34	337,170	9,916	430 72	900 00	630 00	1,960 72	1,813 29	478 56	467 07	4,719 64
Mina	60	495,253	8,254	590 38	1,637 40	1,280 00	3,507 78	549 39	355 29	427 00	4,839 46
Poland	66	684,005	10,363	15 95	3,028 93	1,260 00	4,304 88	2,684 07	489 91	210 43	7,689 29
Pomfret	83	1,331,405	16,041	786 30	3,130 00	1,500 00	5,416 30	950 00	244 19	200 00	6,810 49
Portland	82	1,509,024	18,402	10 81	3,210 92	1,750 00	4,971 73	2,060 55	408 00	500 00	7,940 28
Ripley	88	1,879,492	21,357	.....	3,773 66	1,963 50	5,737 16	500 00	576 91	140 88	6,954 95
Sheridan	75	2,092,860	27,904	10 48	3,015 00	1,500 00	4,525 48	1,895 90	300 00	200 00	6,921 38
Sherman	65	516,615	7,947	35 11	2,074 68	1,280 00	3,389 79	1,730 25	311 66	230 41	5,662 11
Stockton	92	849,854	9,237	622 83	1,600 00	1,120 00	3,342 83	3,441 38	199 22	555 99	7,539 42
Villanova	67	445,204	6,644	27 22	1,700 00	1,530 00	3,257 22	765 44	156 74	445 09	4,624 49
Westfield	90	1,155,969	12,844	38 00	3,845 00	1,800 00	5,683 00	2,000 00	505 00	1,223 33	9,411 33
Total	1,950	.....	.....	$7,233 50	$62,629 71	$37,794 50	$107,657 71	$65,766 14	$9,054 48	$10,677 59	$193,155 92

CHEMUNG COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Ashland	28	$409,398	$16,764	$1 77	$1,400 00	$700 00	$2,101 77	$1,087 76	$95 89	$982 38	$4,267 80
Baldwin	63	210,165	3,335	17 38	1,100 00	1,100 00	2,217 38	552 77	225 40	45 49	3,041 04
Big Flats	89	1,282,785	14,413	442 77	2,000 00	1,000 00	3,442 77	1,007 83	227 44	480 17	5,158 21
Catlin	88	421,409	4,788	288 52	2,000 74	1,400 00	3,689 26	1,485 87	95 95	496 57	5,767 65
Chemung	104	1,185,180	11,395	245 61	4,854 00	1,500 00	6,599 61	6,916 78	170 40	534 60	14,221 39
Elmira	50	790,823	15,816	10 26	1,570 00	750 00	2,330 26	368 67	91 48	77 39	2,867 80
Erin	93	368,007	3,956	6 00	2,411 25	1,800 00	4,217 25	456 87	200 00	125 00	4,999 12
Horseheads	73	1,051,367	14,402	91 06	3,082 13	1,250 00	4,423 19	1,210 37	200 00	938 58	6,772 14
Southport	110	1,338,688	12,169	906 94	2,756 98	1,500 00	5,163 92	2,044 13	460 88	315 82	7,984 75
Van Etten	87	478,251	5,497	7 18	2,446 80	1,620 00	4,073 98	1,120 27	253 49	600 00	6,047 74
Veteran	90	762,913	8,476	1,052 30	1,902 00	2,250 00	5,204 30	465 33	219 61	327 22	6,216 46
Total	875	.....	.....	$3,069 79	$25,523 90	$14,870 00	$43,463 69	$16,716 65	$2,240 54	$4,923 22	$67,344 10

CHENANGO COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Afton	80	$728,810	$9,110	$234 81	$2,758 53	$1,742 61	$4,735 95	$2,278 39	$206 73	$107 21	$7,328 28
Bainbridge	71	594,210	8,369	162 27	1,836 16	1,167 23	3,165 66	2,651 03	667 68	123 58	6,607 95
Columbus	83	541,267	6,521	243 95	1,700 00	1,529 64	3,473 59	575 84	462 12	131 51	4,643 06
Coventry	84	531,759	6,330	248 75	1,619 56	1,241 60	3,109 91	833 75	121 25	47 34	4,112 25
German	55	168,506	3,063	74 14	685 00	620 00	1,379 14	53 29	36 26	88 06	1,556 75
Greene	145	1,161,963	8,013	197 77	4,145 68	2,705 34	7,048 79	564 19	649 63	551 00	8,813 61
Guilford	118	1,414,011	11,983	882 84	4,165 87	2,139 52	7,188 23	1,490 98	373 56	413 10	9,465 87
Lincklean	58	187,689	3,236	379 83	845 25	945 25	2,170 33	417 00	108 72	157 20	2,853 25
McDonough	83	322,159	3,881	7 94	1,248 54	1,247 79	2,504 27	142 51	50 00	42 45	2,739 23
New Berlin	88	793,614	9,081	.....	3,215 80	1,868 00	5,083 80	755 75	588 78	203 11	6,631 44
North Norwich	51	636,880	12,488	17 27	1,750 52	675 31	2,443 10	620 38	64 62	67 15	3,195 25
Norwich	75	928,336	12,377	181 75	3,185 38	1,875 00	5,242 13	712 61	232 10	118 97	6,305 81
Otselic	81	449,230	5,546	11 96	2,052 00	2,025 00	4,088 96	398 10	25 00	100 69	4,612 75
Oxford	113	1,081,156	9,567	181 63	2,799 54	1,952 62	4,933 79	842 36	379 85	272 67	6,428 67
Pharsalia	68	216,137	3,992	269 08	1,163 95	1,163 95	2,596 98	215 03	79 18	128 57	3,019 76
Pitcher	60	285,100	4,751	23 76	1,100 00	1,100 00	2,223 76	432 03	69 33	100 00	2,825 12
Plymouth	88	436,980	5,003	40 10	1,800 36	1,260 32	3,100 78	669 75	427 13	83 80	4,281 46
Preston	57	426,029	7,474	542 66	1,215 34	972 27	2,730 27	428 22	310 86	163 05	3,632 40
Sherburne	96	915,446	9,535	754 56	3,174 51	2,200 10	6,129 17	1,326 74	482 27	347 88	8,286 06
Smithville	102	490,410	4,807	49 17	2,703 81	2,001 28	4,754 26	602 29	118 57	101 62	5,576 74
Smyrna	90	512,048	5,689	161 52	1,602 00	1,755 00	3,518 52	1,285 65	304 49	239 83	5,348 49
Total	1,746	.....	.....	$4,665 76	$44,767 80	$32,187 83	$81,621 39	$17,295 89	$5,758 13	$3,588 79	$108,264 20

CLINTON COUNTY.

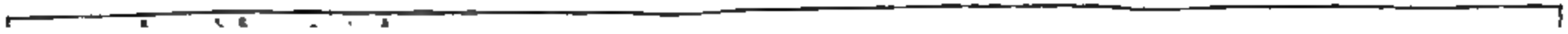
TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Altona	98	$417,250	$4,257	$162 11	$2,128 52	$1,800 00	$4,090 63	$345 15	$201 69	$529 07	$5,166 54
Ausable	66	571,215	8,654	349 17	1,200 00	960 00	2,509 17	948 41	121 49	150 00	3,729 07
Beekmantown	97	716,423	7,385	185 50	1,825 45	1,440 00	3,450 95	1,157 67	187 39	802 77	5,598 78
Black Brook	113	373,543	3,305	.....	2,990 00	2,825 00	5,815 00	800 00	200 00	500 00	7,315 00
Champlain	88	720,480	8,187	621 62	1,523 47	1,208 00	3,353 09	2,457 67	512 72	1,498 26	7,821 74
Chazy	109	1,022,710	9,382	1 68	2,700 00	1,890 00	4,591 68	3,154 11	150 00	1,566 32	9,462 11
Clinton	88	342,082	3,887	154 20	3,227 57	1,500 00	4,881 77	402 15	135 00	313 49	5,732 41
Dannemora	45	435,356	9,674	.....	1,900 00	1,125 00	3,025 00	250 00	161 85	179 39	3,616 24
Ellenburgh	111	607,752	5,475	269 67	3,025 00	2,700 00	5,994 67	1,670 09	111 31	1,214 86	8,990 93
Moores	135	508,658	3,767	836 22	3,227 03	3,000 00	7,063 25	2,142 74	672 50	1,226 20	11,104 69
Peru	120	1,019,360	8,494	348 91	2,482 30	1,840 00	4,671 21	1,750 00	200 00	425 00	7,046 21
Plattsburgh	103	1,118,022	10,854	661 50	2,080 00	1,456 00	4,197 50	1,111 24	243 86	472 59	6,025 19
Saranac	148	554,069	3,743	2,292 89	2,400 00	2,400 00	7,092 89	715 09	242 56	1,487 77	9,538 31
Schuyler Falls	63	492,133	7,811	351 33	1,200 00	960 00	2,511 33	778 22	146 55	845 00	4,281 10
Total	1,384	.....	.....	$6,234 80	$31,909 34	$25,104 00	$63,248 14	$17,682 54	$3,286 92	$11,210 72	$95,428 32

COLUMBIA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Ancram	92	$889,733	$9,671	$315 58	$2,200 00	$1,750 00	$4,265 58	$404 77	$627 50	$430 36	$5,728 21
Austerlitz	93	336,100	3,613	183 69	1,600 00	1,600 00	3,383 69	1,301 01	254 19	60 21	4,999 10
Canaan	80	1,002,926	12,536	369 95	3,388 31	2,000 00	5,758 26	1,026 23	394 12	304 18	7,482 79
Chatham	150	2,121,294	14,143	28 14	4,216 59	2,250 00	6,494 73	3,304 70	170 41	1,072 49	11,042 33
Claverack	102	1,671,005	16,380	757 39	3,114 32	1,650 00	5,521 71	1,667 59	511 17	541 38	8,241 85
Clermont	40	774,954	19,373	939 71	1,900 00	900 00	3,739 71	710 12	83 31	331 94	4,865 08
Copake	79	1,075,972	13,619	592 17	3,000 00	1,500 00	5,092 17	729 51	118 61	99 45	6,039 74
Gallitin	70	384,231	5,489	6 17	1,700 00	1,530 00	3,236 17	888 41	100 00	592 49	4,817 07
Germantown	39	934,351	23,957	425 66	1,980 00	975 00	3,380 66	530 14	260 93	100 00	4,271 73
Ghent	112	1,406,535	12,558	321 24	3,100 00	1,980 00	5,401 24	1,708 27	77 74	104 19	7,291 44
Greenport	38	2,136,691	56,229	879 77	2,000 00	1,000 00	3,879 77	1,372 00	203 94	268 69	5,724 40
Hillsdale	101	687,403	6,805	2,574 92	3,100 00	1,440 00	7,114 92	2,389 33	907 34	358 35	10,769 94
Kinderhook	68	1,017,357	14,961	570 62	3,000 00	1,700 00	5,270 63	2,814 47	182 60	329 69	8,597 39
Livingston	86	881,902	10,254	703 54	2,500 00	1,750 00	4,953 54	1,516 05	176 38	786 59	7,432 56
New Lebanon	87	610,966	7,022	512 63	2,418 83	1,933 34	4,864 80	1,579 49	152 95	905 55	7,502 79
Stockport	27	1,287,600	47,688	181 70	750 00	550 00	1,481 70	456 90	92 70	35 00	2,066 30
Stuyvesant	46	1,771,780	38,516	8 01	2,295 00	1,147 50	3,450 51	533 71	140 80	352 47	4,477 49
Taghkanic	69	407,949	5,910	170 10	1,900 00	1,710 00	3,780 10	624 17	627 37	525 15	5,556 79
Total	1,379	.....	.....	$9,541 00	$44,163 05	$27,365 84	$81,069 89	$23,556 87	$5,082 06	$7,198 18	$116,907 00

CORTLAND COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Cincinnatus	56	$384,112	$6,850	$1,228 67	$1,000 00	$900 00	$3,188 67	$384 39	$56 00	$139 51	$3,768 57
Cortlandville	105	1,128,470	10,747	84 67	2,447 30	1,888 11	4,420 08	1,329 87	400 00	351 19	6,501 14
Cuyler	80	524,959	6,562	253 37	1,448 22	1,170 00	2,871 59	682 46	57 00	169 20	3,780 25
Freetown	55	282,803	5,141	40 20	1,020 72	783 00	1,843 92	369 86	376 91	124 67	2,715 36
Harford	52	283,227	5,446	128 43	1,026 50	900 00	2,054 93	540 76	175 00	337 82	3,108 51
Homer	108	1,541,815	14,276	.....	2,611 00	1,497 34	4,108 34	4,390 00	135 13	524 71	9,158 18
Lapeer	45	273,631	6,080	875 52	800 00	720 00	2,395 52	214 46	111 55	195 48	2,917 01
Marathon	49	364,822	7,445	.....	1,860 00	1,225 00	3,085 00	569 71	553 76	355 66	4,564 13
Preble	57	748,105	13,124	339 22	1,350 00	675 00	2,364 22	117 02	188 85	96 47	2,766 56
Scott	55	292,587	5,301	81 38	1,000 00	900 00	1,981 38	592 89	149 29	100 00	2,823 56
Solon	58	266,858	4,601	463 88	1,059 00	1,044 00	2,566 88	968 62	97 73	90 52	3,723 75
Taylor	67	271,777	4,056	526 40	1,202 00	1,200 00	2,928 40	376 55	214 64	438 10	3,957 69
Truxton	85	633,239	7,449	1,051 34	1,441 37	1,133 60	3,626 31	716 86	108 44	116 31	4,567 92
Virgil	108	661,578	6,125	176 73	1,806 32	1,539 00	3,522 05	876 95	117 53	312 00	4,828 53
Willet	57	283,197	4,968	525 72	1,000 00	1,000 00	2,525 72	703 46	127 94	126 87	3,483 99
Total	1,037	.....	.....	$5,835 53	$21,072 43	$16,575 05	$43,483 01	$12,833 86	$2,869 77	$3,478 51	$62,665 15



Town of Parish, Oswego County. Reinforced Concrete Arch Built by Town Superintendent. Skew 37 degrees; Span 32 feet, 6 inches; Height 12 feet; Length over all 50 feet; Cost $1,495.45.

DELAWARE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Andes	165	$709,153	$4,237	$269 90	$2,940 22	$2,800 00	$6,010 12	$1,326 76	$1,038 93	$985 70	$9,361 51
Bovina	78	624,434	8,005	462 82	1,572 11	1,246 89	3,281 82	1,593 89	418 41	171 56	5,465 68
Colchester	187	851,518	4,552	1,274 64	5,234 62	4,675 00	11,184 26	3,595 49	878 22	215 55	15,873 52
Davenport	86	753,907	8,766	451 85	2,023 58	1,600 00	4,075 43	762 54	104 67	304 10	5,246 74
Delhi	106	675,694	6,374	176 43	3,300 00	2,650 00	6,126 43	1,520 60	800 88	360 84	8,808 84
Deposit	72	506,342	7,032	927 32	1,505 00	1,200 00	3,632 32	379 03	232 28	75 80	4,319 43
Franklin	156	1,270,778	8,146	9 34	3,722 35	2,800 00	6,531 69	1,342 73	221 92	406 61	8,502 95
Hamden	92	813,544	8,842	567 56	2,500 00	2,000 00	5,167 56	930 89	317 87	373 78	6,690 10
Hancock	226	1,195,395	5,289	31 01	9,000 00	5,650 00	14,681 01	4,048 74	727 76	1,605 88	21,063 39
Harpersfield	81	413,765	5,108	639 16	1,810 00	1,620 00	5,069 16	715 11	199 75	367 00	5,351 02
Kortright	131	960,254	7,330	1,124 79	3,173 71	2,400 00	6,698 50	506 69	324 00	205 52	7,734 71
Masonville	92	556,879	6,053	277 28	1,700 00	1,530 00	3,507 28	130 50	528 83	114 43	4,281 04
Meredith	113	845,321	7,480	1,029 02	2,885 83	2,240 00	6,154 85	830 22	475 76	191 05	7,651 88
Middletown	156	1,038,612	6,656	162 91	5,570 00	3,900 00	9,632 91	2,885 58	238 03	1,964 40	14,720 92
Roxbury	141	1,265,185	8,972	164 31	4,350 00	3,280 00	7,794 31	816 48	439 37	650 31	9,700 47
Sidney	92	823,020	8,945	97 53	3,011 91	2,300 00	5,409 44	2,025 58	323 01	757 67	8,515 70
Stamford	73	602,993	8,260	512 73	2,174 00	1,680 00	4,366 73	400 00	363 60	398 96	5,529 29
Tompkins	162	725,185	4,476	138 09	4,083 42	2,500 00	6,721 51	261 73	143 23	162 25	7,288 72
Walton	149	859,002	5,765	4 88	4,617 18	3,725 00	8,347 06	2,232 46	470 90	1,266 80	12,317 22
Total	2,358	.....	.....	$8,321 57	$65,173 93	$49,796 89	$123,292 39	$26,305 11	$8,247 42	$10,578 21	$168,423 13

CAYUGA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Aurelius	66	$1,239,178	$18,790	$1 66	$3,300 00	$1,650 00	$4,951 66	$1,115 83	$299 49	$659 59	$7,026 57
Brutus	52	1,086,594	20,896	1,066 46	1,800 00	900 00	3,766 46	445 00	322 21	845 77	5,379 44
Cato	67	809,100	12,076	103 74	1,530 44	780 00	2,414 18	185 41	185 38	255 25	3,040 22
Conquest	67	831,970	12,417	267 70	1,801 70	1,080 00	3,149 40	1,163 41	136 44	500 00	4,949 25
Fleming	54	820,766	15,199	66 43	1,620 00	810 00	2,496 43	412 55	335 85	440 05	3,684 88
Genoa	77	1,058,249	13,743	484 55	1,800 00	900 00	3,184 55	258 79	272 09	148 12	3,863 55
Ira	73	732,178	10,029	73 41	1,555 91	1,050 00	2,679 32	605 91	167 44	504 03	3,956 70
Ledyard	85	959,883	11,292	94 47	5,955 25	2,125 00	8,174 72	655 22	157 59	244 29	9,231 82
Locke	53	530,449	10,008	740 15	1,255 17	840 00	2,835 32	658 15	172 50	266 50	3,932 47
Ments	40	853,206	21,330	34 45	2,833 80	1,000 00	3,868 25	184 67	730 91	743 00	5,526 83
Montezuma	40	927,021	23,175	499 00	2,000 00	1,000 00	3,499 00	355 26	179 39	373 40	4,407 05
Moravia	52	537,108	10,329	884 87	2,000 00	1,300 00	4,184 87	500 00	277 71	300 00	5,262 58
Niles	82	783,332	9,552	402 67	1,802 90	1,260 00	3,465 57	2,094 96	132 31	511 32	6,204 16
Owasco	45	1,092,753	24,283	.....	2,477 56	1,125 00	3,602 56	300 00	150 00	150 00	4,202 56
Scipio	79	1,167,907	14,788	123 67	2,200 85	1,100 00	3,424 52	530 09	459 10	546 85	4,960 56
Sempronius	67	450,697	6,726	168 68	1,300 00	1,170 00	2,638 68	275 00	100 00	352 20	3,365 88
Sennett	63	1,211,393	19,228	47 06	4,128 46	1,575 00	5,750 52	114 52	517 94	753 03	7,136 01
Springport	47	669,157	14,237	228 44	2,648 97	1,175 00	4,052 41	1,463 84	114 16	386 62	6,017 03
Sterling	104	928,990	8,932	28 45	3,269 87	2,600 00	5,898 32	800 00	558 78	735 86	7,992 96
Summerhill	61	336,577	5,517	30 15	1,059 67	900 00	1,989 82	417 03	386 15	370 09	3,163 09
Throop	53	629,413	11,875	239 81	1,500 00	900 00	2,639 81	266 73	150 94	420 77	3,478 25
Venice	87	902,404	10,372	557 79	2,100 00	1,470 00	4,127 79	605 49	137 40	467 82	5,338 50
Victory	76	664,178	8,739	530 12	1,881 05	1,280 00	3,691 17	347 54	81 43	527 94	4,648 08
Total	1,490	.....	.....	$6,673 73	$51,821 60	$27,990 00	$86,485 33	$13,755 40	$6,025 21	$10,502 50	$116,768 44

ERIE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Alden	58	$1,454,741	$25,081	$1,407 51	$3,074 00	$1,454 74	$5,936 25	$6,314 38	$50 00	$268 90	$12,569 53
Amherst	108	2,180,920	20,193	1,500 79	6,414 57	2,700 00	10,615 36	2,740 57	825 45	930 13	15,111 51
Aurora	76	633,269	8,332	632 97	3,458 41	1,900 00	5,991 38	5,744 50	314 04	1,027 14	13,077 06
Boston	72	484,714	6,732	369 77	1,700 00	1,530 00	3,599 77	1,261 63	134 23	110 62	5,106 25
Brant	41	739,519	18,037	948 92	2,101 62	1,000 00	4,050 54	1,743 13	261 80	158 48	6,213 95
Cheektowaga	75	3,705,621	49,408	819 17	8,960 00	3,705 62	13,484 79	9,244 65	177 25	547 76	23,454 45
Clarence	121	1,489,903	12,313	759 27	4,045 96	2,427 58	7,232 81	1,122 35	86 65	224 38	8,666 19
Colden	64	431,343	6,739	173 40	1,668 11	1,440 00	3,281 51	617 71	215 61	237 30	4,352 13
Collins	97	1,155,783	11,915	.....	2,400 00	1,534 72	3,934 72	1,315 59	208 87	300 00	5,759 18
Concord	122	997,091	8,172	2,375 01	2,500 00	2,000 00	6,875 01	2,310 22	763 60	916 91	10,865 74
East Hamburg	82	1,470,076	18,013	2,329 97	6,058 25	2,050 00	10,438 22	3,849 72	917 69	597 03	15,802 66
Eden	76	987,362	12,991	1,552 01	3,022 00	1,800 00	5,374 01	742 02	89 33	413 46	7,618 82
Elma	76	1,076,289	14,161	1,043 88	3,000 00	1,500 00	5,543 88	1,001 18	211 98	600 00	7,357 04
Evans	82	1,395,824	17,022	1,038 41	4,111 38	2,050 00	7,199 79	2,134 09	73 84	626 60	10,034 32
Grand Island	56	1,099,010	19,625	2,701 01	5,000 00	1,400 00	9,101 01	1,025 33	413 66	105 50	10,645 50
Hamburgh	83	3,507,036	42,253	2,313 47	9,297 97	3,507 04	15,118 48	622 21	398 46	554 83	16,693 98
Holland	58	602,418	10,386	425 89	2,000 00	1,400 00	3,825 89	1,207 18	343 25	800 00	6,176 32
Lancaster	72	1,956,260	27,170	2,784 72	5,010 00	1,956 26	9,650 98	6,221 44	587 75	458 50	16,918 67
Marilla	53	545,367	10,289	1,101 45	1,930 00	1,325 00	4,356 45	654 50	95 55	363 59	5,470 09
Newstead	104	1,084,099	10,424	2,276 70	4,350 00	2,600 00	9,226 70	2,979 35	202 51	427 37	12,835 93
North Collins	85	724,904	9,176	775 52	1,844 06	1,260 00	3,879 58	167 92	496 23	233 81	4,777 54
Sardinia	74	863,622	11,670	.....	2,800 00	1,680 00	4,480 00	500 00	270 90	609 80	5,860 70
Tonawanda	37	2,627,607	71,016	986 66	5,168 86	2,500 00	8,655 52	736 07	152 18	256 00	9,800 77
Wales	59	551,395	9,345	270 70	2,117 42	1,470 00	3,858 12	1,138 15	74 99	367 29	5,438 55
West Seneca	59	2,582,848	43,777	.....	8,689 29	2,582 85	11,272 14	4,673 19	605 00	1,130 03	17,680 36
Total	1,883	.....	.....	$28,487 20	$100,721 90	$48,773 81	$177,982 91	$60,067 08	$7,971 82	$12,265 43	$258,287 24

ESSEX COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Chesterfield	96	$752,627	$7,839	$21 12	$2,656 82	$1,920 00	$4,597 94	$543 02	$200 00	$1,056 47	$6,397 43
Crown Point	112	889,294	7,940	472 00	2,600 00	1,600 00	4,672 00	1,267 40	61 07	972 15	6,972 62
Elizabethtown	56	337,352	6,024	2 23	1,691 70	1,260 00	2,953 93	5,103 51	154 83	308 16	8,520 43
Essex	63	885,915	14,062	898 38	1,751 00	800 00	3,449 38	478 03	55 83	486 70	4,469 94
Jay	84	667,749	7,949	13 61	2,500 00	2,000 00	4,513 61	1,192 72	287 17	1,100 00	7,093 50
Keene	79	687,922	8,707	743 39	2,800 00	1,975 00	5,518 39	1,510 00	50 00	1,081 16	8,159 55
Lewis	93	297,166	3,195	255 34	1,826 36	1,800 00	3,881 70	700 00	101 47	1,138 50	5,821 67
Minerva	107	310,686	2,903	.....	2,500 00	2,500 00	5,000 00	500 00	108 26	1,677 13	7,285 39
Moriah	97	2,772,127	29,180	2,497 43	6,500 00	2,772 13	11,769 56	3,310 49	1,266 65	2,584 37	18,931 07
Newcomb	41	328,523	8,012	600 83	1,850 00	1,025 00	3,475 83	1,866 51	201 24	733 92	6,277 50
North Elba	54	876,500	16,231	82 16	5,565 44	1,350 00	6,997 60	2,556 22	815 62	1,709 02	12,077 86
North Hudson	54	297,687	5,512	24 86	2,211 00	1,350 00	3,585 86	1,703 08	85 75	1,171 04	6,545 73
St. Armond	23	185,327	8,057	649 22	1,003 60	575 00	2,227 82	242 14	101 57	907 11	3,478 64
Schroon	77	440,616	5,722	.....	2,395 39	1,925 00	4,320 39	1,115 09	325 00	1,223 69	6,984 17
Ticonderoga	100	1,256,800	12,568	259 47	5,750 00	2,500 00	8,509 47	4,863 87	1,877 30	1,983 02	17,233 66
Westport	72	894,301	12,420	15 45	1,968 80	1,020 00	3,004 25	804 73	201 37	1,164 05	5,174 40
Willsboro	60	995,034	16,583	437 12	1,800 05	900 00	3,137 17	263 56	150 00	1,858 78	5,409 51
Wilmington	40	96,782	2,419	144 21	1,000 00	1,000 00	2,144 21	350 00	100 00	828 27	3,422 48
Total	1,306	.....	.....	$7,116 82	$48,370 16	$28,272 13	$83,759 11	$28,370 37	$6,142 53	$21,983 54	$140,255 55

FRANKLIN COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Altamont	17	$577,888	$33,993	$2,186 82	$4,511 14	$577 89	$7,275 85	$417 86	$323 41	$350 00	$8,367 12
Bangor	65	812,895	12,506	446 53	4,994 46	1,625 00	7,065 99	2,339 71	818 90	1,167 38	11,391 98
Belmont	103	692,690	6,725	83	2,044 83	1,800 00	3,845 66	787 73	140 75	1,104 75	5,878 89
Bombay	70	524,926	7,498	.....	1,200 00	960 00	2,160 00	1,296 82	1,331 65	689 42	5,477 89
Brandon	46	160,026	3,478	299 53	725 85	717 35	1,742 73	185 85	74 00	318 10	2,320 68
Brighton	44	612,489	13,920	1,228 12	4,110 00	1,100 00	6,438 12	1,576 53	200 00	946 60	9,161 25
Burke	80	661,394	8,267	4 89	2,168 29	1,600 00	3,773 18	618 41	309 23	363 69	5,064 51
Chateaugay	92	729,181	7,925	20	3,051 80	2,300 00	5,352 00	1,534 84	591 82	1,000 00	8,478 66
Constable	59	359,779	6,097	172 92	1,203 69	1,089 90	2,566 51	660 79	141 77	305 06	3,674 13
Dickinson	70	451,634	6,451	10 50	1,221 45	1,080 00	2,311 95	381 85	84 54	421 80	3,200 14
Duane	40	148,690	3,717	146 44	1,014 00	1,000 00	2,160 44	750 00	450 00	523 37	3,883 81
Fort Covington	58	453,955	7,826	189 75	1,853 59	1,440 00	3,483 34	3,011 28	366 71	400 00	7,261 33
Franklin	128	605,490	4,730	.....	5,927 57	3,200 00	9,217 57	1,097 64	407 88	1,200 00	11,833 00
Harrietstown	71	960,983	13,534	.....	7,860 25	1,775 00	9,635 25	1,844 69	500 00	1,085 36	13,065 30
Malone	155	1,391,900	8,980	.....	5,673 52	3,600 00	9,273 52	4,620 51	100 00	579 48	14,573 51
Moira	81	983,875	12,146	172 71	2,709 90	1,500 00	4,382 61	1,538 15	166 16	1,445 31	7,532 23
Santa Clara	65	689,676	10,610	5 28	3,500 00	1,625 00	5,130 28	635 83	526 40	1,569 01	7,861 52
Waverly	55	577,430	10,498	15	2,733 80	1,375 00	4,108 95	1,293 26	512 29	5,347 19	11,261 69
Westville	68	283,804	4,173	.....	1,047 92	1,020 00	2,067 92	1,010 00	80 54	352 55	3,511 01
Total	1,367	.....	.....	$4,864 67	$57,652 06	$29,385 14	$91,901 87	$25,601 75	$7,126 05	$19,169 07	$143,798 74

FULTON COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Bleecker	47	$72,558	$1,543	$10 93	$1,678 00	$1,175 00	$2,863 93	$779 42	$205 53	$303 50	$4,152 38
Broadalbin	73	604,548	8,281	225 47	1,251 02	1,000 00	2,476 49	2,730 19	200 00	500 00	5,906 68
Caroga	45	75,460	1,676	287 15	1,840 57	1,000 00	3,127 72	1,200 00	117 50	350 00	4,795 22
Ephratah	70	376,468	5,378	.....	1,523 14	1,080 00	2,603 14	801 11	69 00	500 00	3,973 25
Johnstown	151	1,137,451	7,532	151 98	5,473 13	3,200 00	8,825 11	1,758 86	1,513 57	1,527 91	13,625 45
Mayfield	91	453,094	4,979	.....	2,482 90	2,000 00	4,482 90	400 00	229 56	709 00	5,821 46
Northampton	59	308,166	5,223	14 56	1,748 75	1,080 00	2,843 31	1,259 73	101 94	450 00	4,654 98
Oppenheim	106	382,368	3,607	749 97	1,500 00	1,500 00	3,749 97	934 16	205 87	500 00	5,390 00
Perth	59	353,978	5,999	3 59	1,543 66	1,080 00	2,627 25	1,367 60	155 55	300 00	4,450 40
Stratford	68	132,611	1,950	64 81	700 00	700 00	1,464 81	1,260 32	50 67	578 50	3,354 30
Total	769	.....	.....	$1,508 46	$19,741 17	$13,815 00	$35,064 63	$12,491 39	$2,849 19	$5,718 91	$56,124 12

GENESEE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Alabama	74	$1,252,761	$16,929	$393 41	$4,380 00	$1,850 00	$6,623 41	$2,848 76	$945 58	$1,045 18	$11,462 93
Alexander	64	1,146,416	17,912	579 82	3,400 77	1,500 00	5,480 59	2,639 89	453 04	560 00	9,133 52
Batavia	88	2,757,009	31,329	518 14	4,609 74	2,250 00	7,377 88	1,970 91	605 30	1,000 00	10,954 09
Bergen	52	1,069,204	20,561	109 10	2,893 00	1,300 00	4,302 10	1,153 22	559 69	907 88	6,922 89
Bethany	69	1,001,612	14,517	345 56	3,526 20	1,725 00	5,596 76	855 42	549 73	695 16	7,697 07
Byran	71	1,509,682	21,263	259 47	3,500 00	1,600 00	5,359 47	718 93	367 17	537 92	6,983 49
Darien	92	2,100,525	22,831	371 83	4,500 00	2,250 00	7,121 83	534 01	411 67	772 83	8,840 34
Elba	59	913,261	15,479	542 76	2,970 00	1,475 00	4,987 76	1,353 64	336 81	434 61	7,112 82
Le Roy	77	1,924,917	24,998	1,655 77	3,850 00	1,925 00	7,430 77	1,827 76	412 62	740 12	10,411 27
Oakfield	40	705,919	17,647	894 25	2,000 00	1,000 00	3,894 25	1,706 70	348 21	511 29	6,460 45
Pavilion	83	1,440,219	17,352	1,051 97	3,546 95	1,750 00	6,348 92	943 42	438 81	785 95	8,517 10
Pembroke	78	1,205,322	15,452	106 86	3,900 30	1,900 00	5,907 66	826 31	561 41	520 80	7,816 18
Stafford	73	1,601,538	21,938	325 42	3,011 94	1,500 00	4,837 36	151 81	163 29	1,014 00	6,166 46
Total	920	.....	.....	$7,154 36	$46,089 40	$22,025 00	$75,268 76	$17,530 78	$6,153 33	$9,525 74	$108,478 61

GREENE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Ashland	39	$244,426	$6,267	$119 66	$800 00	$630 00	$1,549 66	$323 94	$42 86	$50 64	$1,967 10
Athens	52	646,778	12,438	116 24	1,500 00	900 00	2,516 24	200 00	241 64	116 50	3,074 38
Cairo	126	888,040	7,047	.....	2,280 75	1,760 00	4,040 75	863 53	279 08	189 47	5,372 83
Catskill	115	2,268,454	19,725	190 56	7,437 00	2,875 00	10,502 56	1,936 98	443 88	563 35	13,446 77
Coxsackie	79	1,156,727	14,106	.....	3,789 55	1,500 00	5,289 55	865 00	369 77	740 19	7,264 51
Durham	126	738,483	5,860	549 95	2,165 37	1,800 00	4,515 32	624 61	300 00	500 00	5,939 93
Greenville	101	754,497	7,470	720 02	2,020 00	1,600 00	4,340 02	730 80	135 04	277 41	5,483 27
Halcott	27	80,716	2,989	61 73	505 00	500 00	1,066 73	229 85	33 21	131 21	1,461 00
Hunter	58	1,088,340	18,764	971 98	34,240 42	1,450 00	36,662 40	2,776 04	623 16	665 41	40,727 01
Jewett	70	198,319	2,833	73 50	1,930 50	1,500 00	3,504 00	737 75	40 33	50 00	4,332 08
Lexington	70	284,809	4,068	281 72	1,750 00	1,750 00	3,781 72	731 85	227 33	198 45	4,939 35
New Baltimore	96	1,278,406	13,316	519 61	3,055 50	1,500 00	5,075 11	539 51	200 00	607 97	6,422 59
Prattsville	37	151,448	4,093	132 54	600 00	600 00	1,332 54	306 32	52 24	54 96	1,746 06
Windham	63	421,562	6,691	498 00	1,207 50	1,080 00	2,785 50	1,500 00	25 00	331 82	4,642 32
Total	1,062	.....	.....	$4,235 51	$63,281 59	$19,445 00	$86,962 10	$12,366 18	$3,013 54	$4,477 38	$106,819 20

HAMILTON COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Arietta	63	$910,226	$14,448	$10 21	$4,001 00	$1,575 00	$5,586 21	$2,134 36	$442 24	$1,500 00	$9,662 81
Benson	17	187,616	11,036	82 30	1,200 00	425 00	1,707 30	200 00	150 00	320 02	2,377 32
Hope	32	104,851	3,177	35	756 17	749 09	1,505 61	155 97	240 00	212 63	2,114 21
Indian Lake	72	747,245	10,378	.....	4,322 53	1,800 00	6,122 53	2,662 74	500 00	1,250 56	10,535 83
Inlet	13	382,718	29,439	249 09	1,100 00	382 72	1,731 81	223 48	64 21	367 41	2,386 91
Lake Pleasant	65	601,745	9,257	1,357 28	2,914 28	1,625 00	5,896 56	1,020 46	542 02	1,050 54	8,509 58
Long Lake	85	1,429,254	16,814	.....	5,338 42	2,125 00	7,463 42	2,323 79	550 91	1,597 17	11,935 29
Morehouse	30	586,782	19,559	430 48	2,398 28	750 00	3,578 76	681 72	463 44	900 00	5,629 92
Wells	66	392,072	5,940	.....	1,715 00	1,440 00	3,155 00	572 58	63 37	475 00	4,265 95
Total	444	.....	.....	$2,129 71	$23,745 68	$10,871 81	$36,747 20	$9,975 10	$3,022 19	$7,673 33	$57,417 82

Town of Canandaigua, Ontario County. Town Macadam.

JEFFERSON COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Adams	86	$1,045,169	$12,153	$270 15	$3,860 25	$2,150 00	$6,280 40	$968 26	$358 58	$370 72	$7,977 96
Alexandria	117	1,328,822	11,357	1,882 91	4,724 64	2,280 74	8,888 29	1,076 61	971 30	347 68	11,283 88
Antwerp	168	1,285,413	7,651	58 73	3,373 75	2,551 16	5,983 64	448 03	771 40	625 26	7,828 33
Brownville	111	1,015,477	9,148	1,121 01	2,433 63	1,637 71	5,192 35	1,871 53	299 69	142 94	7,506 51
Cape Vincent	99	1,244,193	12,567	161 04	3,158 75	1,819 42	5,139 21	1,148 00	259 56	598 88	7,145 65
Champion	85	800,197	9,304	.....	2,528 84	1,409 00	3,937 84	1,500 00	100 00	673 17	6,211 01
Clayton	152	1,556,628	10,240	185 04	3,643 53	2,473 47	6,302 04	1,958 80	242 08	938 46	9,441 38
Ellisburg	158	1,856,555	11,750	1,432 78	5,259 87	3,155 92	9,848 57	2,632 69	681 90	659 17	13,822 33
Henderson	72	836,721	11,621	.....	2,556 97	1,527 28	4,084 25	453 43	576 00	315 65	5,429 33
Hounsfield	88	1,008,181	11,456	52 81	3,409 35	2,200 00	5,662 16	926 20	616 96	448 18	7,653 50
Le Roy	145	1,337,812	9,226	616 73	3,058 52	1,821 37	5,496 62	973 09	435 75	313 98	7,219 44
Lorraine	73	527,027	7,219	105 60	2,084 59	1,120 00	3,310 19	1,073 00	250 00	450 00	5,083 19
Lyme	93	1,165,885	12,536	530 01	4,236 47	2,244 84	7,011 32	800 00	372 78	62 25	8,246 35
Orleans	109	1,457,545	13,371	3 03	3,287 48	1,643 74	4,934 25	2,046 85	300 00	500 00	7,781 10
Pamelia	62	794,647	12,816	540 31	1,658 07	982 89	3,181 27	518 95	339 12	210 06	4,249 40
Philadelphia	69	793,220	11,495	322 71	2,214 84	1,271 98	3,809 53	1,147 25	273 39	380 10	5,610 27
Rodman	78	820,477	10,518	131 64	2,716 47	1,950 00	4,798 11	1,045 28	646 74	794 68	7,284 81
Rutland	93	977,996	10,516	79 51	2,254 09	1,577 86	3,911 46	2,080 13	250 00	568 99	6,810 58
Theresa	93	777,152	8,356	172 40	3,040 30	2,320 17	5,532 87	950 00	584 63	611 60	7,679 10
Watertown	72	905,868	12,581	995 20	3,007 51	1,800 00	5,802 71	1,670 26	626 00	1,506 51	9,605 48
Wilna	129	1,338,972	10,379	1,372 21	4,036 54	2,531 33	7,940 08	2,077 09	400 00	2,200 00	12,617 17
Worth	51	232,552	4,559	18 87	793 19	793 19	1,605 25	157 76	129 82	30 33	1,923 16
Total	2,204	.....	.....	$10,052 69	$67,337 65	$41,262 07	$118,652 41	$27,523 21	$9,485 70	$12,748 61	$168,409 93

LEWIS COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Croghan	168	$883,868	$5,261	$601 21	$4,679 18	$4,200 00	$9,480 39	$2,279 73	$750 00	$1,205 61	$13,715 73
Denmark	73	1,043,697	14,297	3 53	3,187 82	1,567 44	4,758 79	855 02	708 80	1,265 39	7,588 00
Diana	128	423,813	3,311	349 82	4,429 69	3,200 00	7,979 51	3,108 66	436 67	4,334 32	15,859 16
Greig	76	213,716	2,812	.....	1,979 28	1,885 00	3,864 28	200 00	300 00	200 00	4,564 28
Harrisburgh	69	396,924	5,752	39 84	2,100 00	1,725 00	3,864 84	1,700 38	563 07	865 45	6,993 74
High Market	64	239,146	3,736	45 23	1,500 00	1,500 00	3,045 23	1,448 60	402 61	1,059 12	5,955 56
Lewis	66	222,245	3,367	184 97	1,210 00	1,200 00	2,594 97	550 32	394 48	1,200 00	4,739 77
Leyden	65	610,461	9,391	.....	2,774 38	1,625 00	4,399 38	952 06	349 36	1,521 99	7,222 79
Lowville	77	730,624	9,488	407 86	2,797 85	1,925 00	5,130 71	1,956 24	570 90	1,216 66	8,874 51
Lyonsdale	68	340,958	5,014	6 48	1,701 50	1,530 00	3,237 98	291 47	553 12	1,042 80	5,125 37
Martinsburgh	127	866,729	6,824	17 23	2,900 00	2,610 00	5,527 23	1,318 14	637 49	2,100 03	9,582 89
Montague	53	232,269	4,382	10 72	1,325 00	1,325 00	2,660 72	555 81	323 80	1,108 35	4,648 68
New Bremen	89	318,484	3,578	311 36	2,225 00	2,225 00	4,761 36	2,475 00	165 74	423 00	7,825 10
Osceola	45	341,150	7,581	181 30	1,550 00	1,125 00	2,856 30	376 05	556 39	1,209 36	4,998 10
Pinckney	68	310,060	4,559	453 54	1,987 77	1,700 00	4,141 31	500 00	206 56	431 25	5,279 12
Turin	61	540,857	8,866	.....	3,246 91	1,525 00	4,771 91	2,633 25	399 85	1,385 00	9,190 01
Watson	73	230,070	3,151	.....	2,080 60	1,825 00	3,905 60	200 00	186 89	546 78	4,839 27
West Turin	78	473,399	6,069	2 03	3,211 21	1,950 00	5,163 24	1,183 09	814 29	2,664 11	9,824 73
Total	1,448	.....	.....	$2,615 12	$44 886 19	$34,642 44	$82,143 75	$22,583 82	$8,320 02	$23,779 22	$136,826 81

LIVINGSTON COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Avon	71	$1,681,378	$23,681	$66 13	$3,550 00	$1,775 00	$5,391 13	$2,510 19	$500 94	$1,960 46	$10,362 72
Caledonia	70	1,835,545	26,222	406 94	3,006 00	1,400 00	4,812 94	213 87	353 98	1,091 78	6,472 57
Conesus	78	812,156	10,412	499 85	1,800 00	1,260 00	3,559 85	767 73	453 00	630 81	5,411 39
Geneseo	80	1,598,335	19,991	2,528 92	3,598 60	1,000 00	7,127 52	10,719 63	500 00	1,557 09	19,904 24
Groveland	79	1,578,765	19,984	213 80	3,000 00	1,500 00	4,713 80	590 33	214 82	267 42	5,786 37
Leicester	74	1,541,292	20,841	425 74	2,848 06	1,400 00	4,673 80	3,495 31	313 44	317 36	8,799 91
Lima	55	1,376,189	25,021	1,360 26	3,777 25	1,376 19	6,513 70	972 61	860 94	978 83	9,326 08
Livonia	87	1,846,802	21,227	226 04	4,350 00	2,175 00	6,751 04	576 88	739 74	1,972 11	10,039 77
Mount Morris	93	1,204,930	12,956	878 79	3,875 00	2,325 00	7,078 79	1,637 95	540 71	1,323 29	10,580 74
North Dansville	20	186,495	9,324	348 74	1,000 00	500 00	1,848 74	525 80	108 73	148 46	2,631 73
Nunda	79	849,613	10,754	92 34	2,853 47	1,974 70	4,920 51	2,321 73	506 74	988 25	8,737 23
Ossian	74	581,342	7,855	309 04	1,800 00	1,440 00	3,549 04	1,118 78	326 23	395 74	5,389 79
Portage	71	854,731	12,038	218 74	2,772 20	1,650 00	4,640 94	615 82	258 30	302 74	5,817 80
Sparta	80	955,173	11,939	1,069 58	2,000 00	1,200 00	4,269 58	225 62	156 69	444 43	5,096 32
Springwater	120	1,100,611	9,171	907 76	3,800 00	2,660 00	7,367 76	300 84	536 09	425 24	8,629 93
West Sparta	60	692,030	11,533	943 94	1,906 00	1,140 00	3,989 94	1,744 32	192 68	672 62	6,599 56
York	94	2,635,666	28,039	165 65	4,000 00	2,000 00	6,165 65	8,307 65	875 25	1,592 30	16,940 85
Total	1,285	.....	.....	$10,662 26	$49,936 58	$26,775 89	$87,374 73	$36,645 06	$7,438 28	$15,068 93	$146,527 00

MADISON COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Brookfield	171	$1,211,659	$7,085	$775 81	$2,905 30	$2,309 30	$5,990 41	$2,688 65	$639 95	$324 00	$9,643 01
Cazenovia	108	1,256,450	11,633	2,688 86	9,050 27	2,700 00	14,439 13	762 86	1,028 82	754 99	16,985 80
De Ruyter	65	340,976	5,245	.....	1,602 44	1,620 00	3,222 44	500 00	100 00	136 56	3,959 00
Eaton	129	921,097	7,140	454 71	2,536 38	2,029 10	5,020 19	2,356 20	310 96	144 73	7,832 08
Fenner	71	465,731	6,559	523 56	1,893 40	1,704 06	4,121 02	719 72	140 50	107 76	5,089 00
Georgetown	70	426,628	6,094	10	1,208 74	1,080 00	2,288 84	909 41	382 31	164 43	3,744 99
Hamilton	85	782,094	9,201	441 94	3,200 94	2,125 00	5,767 88	1,289 02	232 25	292 09	7,581 24
Lebanon	89	691,104	7,765	26	2,828 71	2,214 97	5,043 94	495 55	481 43	512 71	6,533 63
Lenox	70	1,387,169	20,103	961 22	3,499 99	1,725 00	6,186 21	5,239 28	629 83	191 14	12,246 46
Lincoln	64	489,709	7,651	377 43	1,876 00	1,440 00	3,693 43	646 12	200 00	161 70	4,701 25
Madison	102	1,074,880	10,538	157 34	3,351 78	2,291 73	5,800 85	256 40	859 21	215 86	7,132 32
Nelson	94	550,845	5,860	706 67	1,741 20	1,565 46	4,013 33	959 86	441 84	274 18	5,689 21
Smithfield	58	446,218	7,693	395 23	1,127 40	884 95	2,407 58	2,490 96	161 39	223 60	5,283 53
Stockbridge	74	718,679	9,711	72 93	2,738 08	1,850 00	4,661 01	600 00	209 44	217 84	5,688 29
Sullivan	130	2,097,630	16,135	593 51	6,859 49	3,250 00	10,703 00	3,052 60	781 89	542 64	15,080 13
Oneida	44	898,034	20,409	671 08	3,019 94	1,100 00	4,791 02	1,000 00	834 86	1,347 14	7,973 02
Total	1,423	.....	.....	$8,820 65	$49,440 06	$29,889 57	$88,150 28	$23,966 63	$7,434 68	$5,611 37	$125,162 96

MONROE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Brighton	55	$2,890,427	$52,553	$354 84	$3,000 15	$1,500 00	$4,854 99	$282 72	$188 87	$1,769 96	$7,041 54
Chili	87	2,160,484	24,833	698 13	3,030 70	1,500 00	5,228 83	1,816 82	403 90	718 42	8,162 97
Clarkson	45	1,155,766	26,683	2,045 57	2,000 00	1,000 00	5,045 57	604 73	375 72	496 86	6,522 87
Gates	59	4,437,589	75,213	284 03	7,076 00	3,500 00	10,860 03	550 22	870 24	575 25	12,855 74
Greece	107	5,307,812	49,605	2,358 40	11,508 00	5,250 00	19,116 40	4,394 17	829 27	1,978 04	26,312 88
Hamlin	76	1,800,956	23,696	17 09	5,959 60	1,900 00	7,876 69	1,424 24	301 64	735 31	10,337 88
Henrietta	74	1,882,573	25,440	1,868 42	3,600 00	1,800 00	7,268 42	857 07	356 36	769 78	9,251 63
Irondequoit	47	2,545,262	54,154	818 12	5,420 00	2,545 26	8,783 38	662 98	182 38	872 41	10,501 15
Mendon	87	1,705,449	19,602	543 32	3,500 00	1,750 00	5,793 32	664 02	149 20	450 00	7,056 54
Ogden	81	1,796,935	22,184	.....	4,058 00	2,025 00	6,083 00	477 59	701 58	1,111 60	8,373 77
Parma	77	1,714,154	22,261	.....	8,522 58	1,925 00	10,447 58	978 31	517 04	1,000 00	12,942 93
Penfield	92	1,534,087	16,674	1,304 22	4,000 00	2,000 00	7,304 22	688 65	342 72	651 31	8,986 90
Perington	81	1,830,118	22,594	1,083 69	4,820 12	2,015 00	7,918 81	670 17	586 42	1,164 70	10,290 10
Pittsford	57	1,398,922	24,542	901 50	3,000 00	1,425 00	5,326 50	814 86	506 23	647 44	7,295 03
Riga	67	1,568,248	23,406	48 46	3,500 00	1,675 00	5,223 46	1,106 63	281 59	930 98	7,542 66
Rush	62	1,593,196	25,696	178 03	3,277 00	1,550 00	5,005 03	1,037 48	171 06	604 01	6,817 58
Sweden	68	1,429,865	21,027	203 47	2,480 90	1,200 00	3,884 37	254 02	589 65	416 10	5,144 14
Webster	75	1,410,442	18,805	88 34	4,334 41	1,875 00	6,297 75	2,108 00	367 02	250 00	9,022 77
Wheatland	71	1,602,387	23,836	288 90	3,500 00	1,750 00	5,538 90	741 31	387 86	662 07	7,330 14
Total	1,368	.....	.....	$13,084 53	$86,587 46	$38,185 26	$137,857 25	$20,083 99	$8,053 75	$15,794 23	$181,789 22

MONTGOMERY COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Amsterdam	76	$797,370	$10,491	$1,262 29	$3,000 00	$1,900 00	$6,162 29	$604 74	$421 03	$1,405 00	$8,593 06
Canajoharie	89	1,128,061	12,674	1,376 03	2,850 50	1,440 00	5,666 53	1,930 12	300 00	800 00	8,696 65
Charlestown	87	349,053	4,012	358 89	1,755 11	1,750 00	3,864 00	882 04	329 53	682 16	5,757 73
Florida	95	1,404,391	14,783	328 43	3,531 00	1,000 00	4,859 43	907 08	531 25	1,050 87	7,348 63
Glen	82	1,052,253	12,832	696 23	1,800 00	1,080 00	3,576 23	1,184 08	200 00	1,074 57	6,034 88
Minden	112	1,017,800	9,087	89 21	4,213 00	2,800 00	7,102 21	3,188 53	385 43	2,100 00	12,776 17
Mohawk	75	1,770,832	23,611	1,544 58	2,768 50	1,350 00	5,663 08	2,306 37	752 25	1,426 47	10,148 17
Palatine	91	1,407,256	15,464	791 91	3,059 25	1,500 00	5,351 16	2,383 58	393 99	1,637 36	9,766 09
Root	98	1,025,392	10,463	1,134 08	3,472 13	1,225 00	5,831 21	1,512 29	425 16	945 41	8,714 07
St. Johnsville	44	682,798	15,518	.....	2,000 00	1,047 47	3,047 47	724 73	200 00	431 02	4,403 22
Total	849	.....	.....	$7,581 65	$28,449 49	$15,092 47	$51,123 61	$15,623 56	$3,938 64	$11,552 86	$82,238 67

NASSAU COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalisation.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Hempstead	1,075	$56,291,231	$52,361	$5,997 14	$43,304 21	$20,000 00	$69,301 35	$5,927 72	$548 90	$5,776 44	$81,554 41
North Hempstead	165	16,961,538	102,797	6,870 24	23,872 19	11 750 00	42,492 43	2,750 45	3,018 05	4,064 67	52,325 60
Oyster Bay	251	19,971,531	79,567	555 34	39,442 08	10,000 00	49,997 42	895 58	442 07	500 00	51,835 07
Total.	1,491	.....	.....	$13,422 72	$106,618 48	$41,750 00	$161,791 20	$9,573 75	$4,009 02	$10,341 11	$185,715 08

ONONDAGA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalisation.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Camillus	75	$2,463,601	$32,848	$122 31	$4,977 74	$2,463 60	$7,563 65	$214 13	$701 39	$591 84	$9,071 01
Cicero	84	1,459,405	17,373	17 46	3,835 48	1,478 23	5,331 17	1,396 50	711 04	624 02	8,062 73
Clay	101	1.703,174	16,863	130 14	3,807 33	1,703 67	5,641 14	1,433 32	521 75	636 53	8,232 74
DeWitt	79	2,403,130	30,419	382 15	5,416 31	2,403 13	8,201 59	2.816 41	3,556 51	658 07	15.232 58
Elbridge	70	1,734,013	24,771	485 59	3,602 54	1,750 00	5,838 13	2,264 19	482 80	544 97	9,130 09
Fabius	94	737,552	7,846	13 59	2,211 46	1,769 17	3,994 22	1,453 00	200 00	400 26	6,047 48
Geddes	14	1,664,125	118,866	146 61	5,016 48	1,003 64	6,166 73	839 71	354 95	143 19	7,504 58
Lafayette	89	970,912	10,909	29 21	3,015 01	1,375 51	4,419 73	1,525 26	100 00	166 82	6,211 81
Lysander	121	1,829,424	15,119	182 93	3,670 18	1,835 09	5,688 20	23,747 18	537 21	627 64	30,600 23
Manlius	113	2,591,230	22,931	215 13	5,368 69	2,622 35	8,206 17	3,595 99	547 65	468 19	12,818 00
Marcellus	76	1,267,575	16,678	483 53	3,102 09	1,551 05	5,136 67	4,672 33	185 38	178 92	10,173 30
Onondaga	153	3,462,325	22,629	562 90	7,718 97	3.684 81	11,966 68	10,493 53	500 10	311 70	23,272 01
Otisco	77	529,009	6,870	94 78	1,656 17	1,490 55	3,241 50	1,094 65	166 48	150 00	4,652 63
Pompey	153	1,431.714	9,357	348 37	2,947 76	2,063 43	5,359 56	2,985 10	206 81	200 00	8,751 47
Salina	30	1.260,694	42,023	48 15	2,661 25	1,260 69	3,970 09	1,527 63	410 36	358 02	6,266 10
Skaneateles	95	1,645,264	17,318	1,457 52	4,408 05	2,044 89	7,910 46	1,562 15	994 39	550 00	11,017 00
Spafford	74	584,341	7,896	674 20	1,552 47	1,241 98	3,468 65	914 11	256 50	144 55	4,783 81
Tully	60	718,315	11,971	446 22	2,187 26	1.312 35	3.945 83	710 39	305 43	559 59	5,521 24
Van Buren	77	1,813,218	23,548	.....	4,024 65	1,925 00	5,949 65	989 07	571 56	500 00	8,010 28
Total	1,635	.....	.....	$5,840 79	$71.179 89	$34,979 14	$111,999 82	$64,234 65	$11,310 31	$7,814 31	$195,359 09

Town of Canandaigua, Ontario County. Town Macadam.

ONTARIO COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Bristol	83	$616,881	$7,432	$146 56	$2,109 60	$1,680 00	$3,936 16	$411 21	$400 00	$308 09	$5,055 46
Canadice	68	334,093	4,913	207 04	1,500 00	1,500 00	3,207 04	176 23	206 62	294 56	3,884 45
Canandaigua	137	2,137,912	15,605	798 18	8,625 65	2,250 00	11,673 83	1,862 43	1,335 31	900 73	15,772 30
East Bloomfield	70	1,525,205	21,788	171 37	4,254 93	1,750 00	6,176 30	822 61	635 92	269 96	7,904 79
Farmington	84	1,512,759	18,009	569 42	3,408 24	1,700 00	5,677 66	746 46	100 00	507 97	7,032 09
Geneva	40	1,255,268	31,381	110 38	3,273 54	1,250 00	4,633 92	308 52	373 44	585 63	5,901 51
Gorham	107	1,867,206	17,450	75 67	5,429 70	2,675 00	8,180 37	1,339 13	870 89	1,755 14	12,145 53
Hopewell	73	1,424,350	19,511	230 73	3,800 00	1,750 00	5,780 73	400 00	400 00	600 00	7,180 73
Manchester	81	1,531,383	18,905	283 06	4,871 17	2,025 00	7,179 23	823 47	543 50	1,164 88	9,711 08
Naples	75	476,399	6,351	207 39	3,618 43	1,800 00	5,625 82	1,840 28	905 72	510 12	8,881 94
Phelps	148	2,802,849	18,938	3,328 27	4,002 25	2,000 00	9,330 52	3,983 22	758 93	847 45	14,920 12
Richmond	73	867,163	11,878	324 75	2,647 39	1,500 00	4,472 14	445 28	862 64	407 82	6,187 88
Seneca	106	2,198,749	20,742	1,812 89	6,015 86	2,650 00	10,478 75	2,052 12	695 83	761 39	13,988 09
South Bristol	64	337,101	5,267	184 88	2,165 20	1,600 00	3,950 08	1,208 27	122 10	365 82	5,646 27
Victor	89	1,495,446	16,802	2,533 37	4,456 94	2,225 00	9,215 31	1,086 93	969 65	734 83	12,006 72
West Bloomfield	50	982,074	19,641	1,737 63	2,500 00	1,250 00	5,487 63	667 40	393 27	246 93	6,795 23
Total	1,348	.....	.....	$12,721 59	$62,678 90	$29,605 00	$105,005 49	$18,173 56	$9,573 82	$10,261 32	$143,014 19

ORANGE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalisation.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Blooming Grove	73	$1,084,465	$14,855	$46 32	$3,522 60	$1,750 00	$5,318 92	$2,500 00	$900 68	$117 00	$8,836 60
Chester	46	724,889	15,758	362 84	1,622 90	800 00	2,785 74	1,763 11	117 70	141 19	4,807 74
Cornwall	50	1,441,334	28,826	547 28	11,508 88	1,441 83	13,497 49	569 53	116 31	70 95	14,254 28
Crawford	90	803,875	9,931	290 72	2,500 00	1,750 00	4,540 72	702 92	53 01	48 91	5,345 56
Deerpark	101	887,975	8,791	959 01	3,252 86	2,400 00	6,611 87	200 00	77 05	144 00	7,032 92
Goshen	72	1,574,867	21,866	152 66	4,279 09	1,800 00	6,231 75	1,095 68	288 48	527 12	8,143 03
Greenville	69	852,501	5,108	23 39	1,562 57	1,350 00	2,935 96	250 00	250 00	78 04	3,514 00
Hamptonburgh	61	1,107,414	18,150	380 05	2,000 00	1,000 00	3,380 05	495 02	78 76	209 51	4,163 34
Highland	48	427,986	8,916	96 95	1,315 00	800 00	2,211 97	454 00	47 98	124 19	2,838 14
Minisink	57	595,962	10,455	270 09	2,110 00	1,330 00	3,710 09	1,449 37	64 40	124 04	5,347 90
Monroe	44	808,768	18,381	126 83	3,775 00	1,100 00	5,001 83	100 00	208 22	1,539 77	6,849 82
Montgomery	103	1,098,894	10,668	1,012 02	2,547 66	1,750 00	5,309 68	651 78	100 00	238 01	6,299 47
Mount Hope	64	1,489,568	23,274	534 08	4,024 00	1,600 00	6,158 08	509 97	448 66	516 10	7,632 81
Newburgh	104	2,752,393	26,465	187 77	6,695 63	2,752 39	9,635 79	1,610 95	631 79	399 99	12,278 52
New Windsor	77	1,904,033	24,727	.....	4,676 15	1,925 00	6,601 15	750 16	150 00	120 09	7,621 40
Tuxedo	45	5,150,866	114,463	4,711 45	8,873 91	4,412 50	17,997 86	2,085 24	631 58	189 23	20,903 91
Wallkill	166	2,187,933	12,879	1,792 45	6,597 25	3,915 00	12,304 70	1,951 23	261 61	307 11	14,824 65
Warwick	183	2,603,514	14,226	.....	8,525 80	4,250 00	12,775 80	3,821 76	236 68	1,892 05	18,726 29
Wawayanda	89	896,351	10,071	106 72	2,600 00	1,820 00	4,526 72	1,147 98	112 01	151 44	5,938 15
Woodbury	53	1,873,517	35,349	1,544 59	3,269 54	1,500 00	6,314 13	574 42	463 25	468 02	7,819 82
Total	1,595	.....	.....	$13,145 24	$85,258 84	$39,446 22	$137,850 30	$22,683 12	$5,238 17	$7,406 76	$173,178 35

ORLEANS COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Albion	52	1,479,450	$28,450	$677 26	$2,745 20	$1,300 00	$4,722 46	$200 00	$302 50	$501 61	$5,726 57
Barre	92	1,580,303	17,177	51 37	4,000 00	2,000 00	6,051 37	1,048 25	524 98	15 54	7,640 14
Carlton	90	1,727,548	19,194	168 89	4,500 00	2,250 00	6,918 89	2,288 35	814 33	556 20	10,577 77
Clarendon	70	1,150,331	16,433	762 82	3,514 00	1,750 00	6,026 82	263 75	458 86	824 75	7,574 18
Gaines	51	1,490,776	29,230	29 63	2,557 35	1,275 00	3,861 98	1,170 56	631 35	617 98	6,281 87
Kendall	59	1,198,030	20,305	135 45	3,388 19	1,475 00	4,998 64	474 05	336 57	533 52	6,342 78
Murry	70	1,516,410	21,663	306 31	3,544 00	1,750 00	5,600 31	1,018 82	500 00	1,093 26	8,212 39
Ridgeway	86	1,898,545	22,076	527 89	5,200 00	2,000 00	7,727 89	2,577 78	609 13	585 09	11,499 89
Shelby	82	1,594,530	19,445	58 72	3,634 33	1,592 16	5,285 21	5,085 28	2,740 99	806 00	13,917 48
Yates	68	1,043,005	15,338	243 82	3,440 41	1,682 70	5,366 93	2,497 91	648 16	500 00	9,013 00
Total	720	.....	.....	$2,962 16	$36,523 48	$17,074 86	$56,560 50	$16,624 75	$7,566 87	$6,033 95	$86,786 07

OSWEGO COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Albion	84	$386,532	$4,601	$85 36	$1,444 32	$1,444 32	$2,974 00	$412 90	$205 41	$64 25	$3,656 56
Amboy	64	172,397	2,693	177 89	800 75	800 00	1,778 64	528 71	74 91	49 96	2,432 22
Boylston	50	166,344	3,326	45 79	901 18	901 18	1,848 15	146 70	50 00	410 60	2,455 45
Constantia	90	346,652	3,851	954 84	2,096 93	1,990 65	5,042 42	573 14	109 59	744 85	6,470 00
Granby	99	1,097,633	11,087	50 64	3,030 21	1,818 13	4,898 98	500 00	184 62	902 00	6,485 60
Hanibal	98	752,109	7,674	371 91	2,719 11	1,995 29	5,086 31	793 34	255 54	799 30	6,934 49
Hastings	100	760,503	7,605	940 07	2,950 79	2,223 17	6,114 03	1,080 93	829 58	392 14	8,416 68
Mexico	107	865,348	8,087	167 46	3,299 63	2,539 09	6,006 18	1,789 81	1,086 27	1,084 46	9,966 72
New Haven	71	655,484	9,232	3 86	2,191 44	1,525 97	3,721 27	1,409 48	200 00	124 46	5,455 21
Orwell	62	391,594	6,316	3 24	1,575 00	1,417 50	2,995 74	201 42	38 79	705 68	3,941 63
Oswego	78	1,204,742	15,445	1 96	2,657 07	1,300 00	3,959 03	2,020 71	500 54	610 00	7,090 28
Palermo	82	488,965	5,962	282 34	1,387 35	1,248 62	2,918 31	1,395 08	75 67	551 35	4,940 41
Parish	81	259,081	3,198	184 67	2,107 14	1,960 32	4,252 13	1,627 14	209 20	141 83	6,230 30
Redfield	69	245,280	3,554	367 10	1,563 86	1,563 86	3,494 82	726 26	263 87	629 50	5,114 45
Richfield	119	1,021,158	8,581	1,294 27	2,720 06	2,133 65	6,147 98	5,008 89	772 20	1,010 29	12,939 36
Sandy Creek	85	570,375	6,710	186 13	2,761 47	2,125 00	5,072 60	1,168 10	238 88	676 83	7,156 41
Schroeppel	82	953,052	11,622	1,673 07	2,547 41	1,524 82	5,745 30	18,377 44	236 49	1,082 69	25,441 92
Scriba	78	886,706	11,368	91 87	3,513 48	1,950 00	5,555 35	989 05	573 98	450 83	7,569 21
Volney	101	256,106	2,535	657 96	2,279 34	2,200 00	5,137 30	2,010 70	311 94	346 52	7,806 46
West Monroe	57	252,726	4,433	598 61	1,553 13	1,241 47	3,393 21	203 02	50 00	252 02	3,898 25
Williamstown	57	425,475	7,464	636 20	1,202 09	1,202 09	3,040 38	548 18	171 50	259 31	4,019 37
Total	1,714	.....	.....	$8,775 24	$45,301 76	35,105 13	$89,182 13	$41,511 00	$6,438 98	$11,288 87	$148,420 98

OTSEGO COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalisation.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Burlington	105	$554,110	$5,277	$489 87	$1,777 65	$1,580 47	$3,847 99	$581 56	$350 00	$215 00	$4,994 55
Butternuts	116	663,502	5,719	19 55	2,937 82	1,834 93	4,792 30	1,163 53	400 00	476 34	6,832 17
Cherry Valley	88	482,436	5,482	1,097 17	1,529 49	1,376 54	4,003 20	757 64	400 00	482 59	5,643 43
Decatur	49	178,353	3,639	19 30	1,838 52	738 52	2,596 34	868 31	148 84	173 10	3,786 59
Edmeston	94	900,227	9,576	94 72	2,899 70	1,816 99	4,811 41	758 11	150 00	819 45	6,538 97
Exeter	65	542,169	8,341	390 99	1,122 82	898 26	2,412 07	736 04	414 17	200 83	3,763 11
Hartwick	98	859,026	8,765	45 98	1,786 48	1,429 18	3,261 64	1,417 67	409 89	165 06	5,254 26
Laurens	93	538,782	5,793	35 75	1,568 09	1,398 81	3,002 65	1,039 09	136 62	159 55	4,337 91
Maryland	98	239,695	2,445	382 84	1,673 00	1,645 65	3,701 49	487 34	216 29	180 61	4,585 73
Middlefield	141	871,246	6,179	.....	2,490 29	2,241 26	4,731 55	1,704 31	432 98	200 00	7,068 84
Milford	91	950,464	10,444	255 97	3,477 76	1,600 70	5,334 43	1,131 11	282 11	228 24	6,975 89
Morris	95	432,202	4,549	628 90	1,556 14	1,546 54	3,731 58	569 31	185 40	104 71	4,591 00
New Lisbon	110	522,161	4,746	125 63	2,036 85	1,736 85	3,899 33	332 89	205 75	376 36	4,814 33
Oneonta	61	795,067	13,033	.....	2,559 98	1,232 65	3,792 63	2,069 80	250 10	103 20	6,215 73
Otego	83	546,323	6,582	55 62	1,426 62	1,519 58	3,001 82	454 97	92 38	102 39	3,651 56
Otsego	120	1,140,426	9,503	427 21	2,117 88	1,482 52	4,027 61	1,423 20	314 13	615 76	6,380 70
Pittsfield	73	412,259	5,647	514 35	1,901 89	1,328 30	3,744 54	390 52	203 89	260 11	4,599 06
Plainfield	61	471,300	7,726	564 93	1,289 60	1,031 68	2,886 21	992 62	795 51	288 08	4,962 42
Richfield	64	529,932	8,280	204 37	1,656 72	1,265 37	3,126 46	712 17	303 06	258 94	4,400 64
Roseboom	70	328,845	4,697	48 72	1,526 82	1,226 82	2,802 36	570 65	279 65	216 57	3,869 23
Springfield	103	771,775	7,492	31 64	3,036 93	2,375 30	5,443 87	412 87	159 06	204 78	6,220 58
Unadilla	91	784,650	8,622	22 11	2,347 26	1,871 64	4,241 01	1,595 51	447 65	251 00	6,535 17
Westford	81	326,800	4,034	404 61	1,296 70	1,290 60	2,991 91	475 24	134 77	150 00	3,751 92
Worcester	103	1,061,780	10,308	2,211 38	1,998 05	1,398 64	5,608 07	1,643 14	498 61	472 78	8,222 60
Total	2,153	.....	.....	$8,071 61	$47,853 06	$35,867 80	$91,792 47	$22,287 60	$7,210 86	$6,705 45	$127,996 38

PUTNAM COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Carmel	94	$3,597,015	$38,266	$282 53	$5,350 00	$2,675 00	$8,307 53	$1,034 61	$288 14	$ 653 60	$10,283 88
Kent	96	1,005,381	10,472	79 72	2,680 83	1,750 00	4,510 55	160 52	102 26	116 24	4,889 57
Patterson	62	1,433,370	23,118	1,089 21	1,800 00	900 00	3,789 21	2,613 70	116 99	243 40	6,763 30
Phillipstown	95	3,288,589	34,616	964 29	5,000 00	2,500 00	8,464 29	1,309 47	140 87	130 31	10,044 94
Putnam Valley	80	616,415	7,705	28 36	1,810 00	1,440 00	3,278 36	3,489 74	61 34	51 30	6,880 74
South East	82	2,946,864	35,937	978 17	4,071 28	2,000 00	7,049 45	1,929 75	268 92	590 44	9,838 56
Total	509	.....	.....	$3,422 28	$20,712 11	$11,265 00	$35,399 39	$10,537 79	$978 52	$1,785 29	$48,700 99

RENSSELAER COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalisation.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Berlin	80	$462,409	$5,780	$649 86	$1,869 70	$1,170 00	$3,689 56	$3,299 91	$416 95	$217 08	$7,623 50
Brunswick	90	1,715,213	19,057	47 29	2,152 62	1,076 31	3,276 22	496 75	470 55	123 37	4,366 89
East Greenbush	52	1,346,249	25,889	150 19	1,200 00	600 00	1,950 19	172 09	336 90	101 67	2,560 85
Grafton	80	270,363	3,379	193 30	1,730 35	1,360 50	3,284 15	273 46	89 90	63 63	3,711 14
Hoosick	132	1,990,290	15,077	381 52	4,200 00	1,800 00	6,381 52	3,119 43	579 99	1,052 58	11,133 52
Nassau	102	462,633	4,535	06	2,247 30	2,000 00	4,247 36	1,377 07	119 05	175 80	5,919 28
North Greenbush	39	816,856	20,932	231 04	1,500 00	750 00	2,481 04	177 50	80 10	214 15	2,952 79
Petersburg	66	427,897	6,483	118 04	1,903 00	945 00	2,966 04	1,120 35	59 11	21 18	4,166 68
Pittstown	153	2,018,053	13,189	521 46	3,430 00	1,715 00	5,666 46	1,254 90	203 18	466 30	7,590 84
Poestenkill	65	328,808	5,058	521 49	2,274 27	954 23	3,749 99	500 00	250 00	250 00	4,749 99
Sand Lake	92	626,359	6,808	471 63	2,001 10	1,800 00	4,272 73	1,357 47	167 44	240 78	6,038 42
Schaghticoke	103	2,445,705	23,744	191 31	4,413 54	1,830 83	6,435 68	3,229 39	242 26	669 76	10,577 09
Schodack	128	2,689,259	21,009	46 41	4,153 18	2,076 59	6,276 18	3,148 09	228 80	300 00	9,953 07
Stephentown	109	413,025	3,789	43 21	1,838 35	1,700 00	3,581 56	1,573 20	60 37	180 13	5,395 26
Total	1,291	.....	.....	$3,566 81	$34,913 41	$19,778 46	$58,258 68	$21,099 61	$3,304 60	$4,076 43	$86,739 32

ROCKLAND COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Clarkstown	123	$4,379,997	$35,609	$84 77	$10,279 21	$4,379 99	$14,743 97	$2,361 05	$335 90	$832 04	$18,272 96
Haverstraw	13	619,800	47,676	73 54	2,600 00	619 80	3,293 34	500 01	25 00	137 14	3,955 49
Orangetown	63	3,544,855	56,267	2,850 73	8,480 67	3,544 85	14,876 25	2,037 28	337 40	554 44	17,805 37
Ramapo	123	3,447,765	28,030	840 12	10,050 00	3,447 77	14,337 89	5,698 84	348 97	2,424 52	22,810 22
Stony Point	49	1,837,810	37,506	678 28	4,270 00	1,837 81	6,786 09	543 06	132 02	580 05	8,041 22
Total	371	.....	.....	$4,527 44	$35,679 88	$13,830 22	$54,037 54	$11,140 24	$1,179 29	$4,528 19	$70,885 26

ST. LAWRENCE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Brasher	155	$1,081,051	$6,975	$892 94	$3,087 29	$2,771 81	$6,752 04	$2,200 00	$1,238 62	$355 49	$10,546 15
Canton	171	2,847,806	16,654	.....	7,655 88	3,827 94	11,483 82	14,308 17	500 00	1,000 00	27,291 99
Clare	41	251,815	6,142	1,172 01	1,143 00	1,025 00	3,340 01	225 13	265 49	288 08	4,118 71
Clifton	41	671,132	16,370	.....	2,050 00	1,025 00	3,075 00	200 00	50 00	623 00	3,948 00
Colton	89	1,006,919	11,314	40	4,448 39	2,225 00	6,673 79	929 03	300 00	558 18	8,461 00
DeKalb	120	1,475,412	12,295	25 45	6,074 04	3,000 00	9,099 49	3,229 14	1,092 76	2,408 36	15,829 75
De Peyster	51	720,534	14,128	1,003 45	2,789 82	1,275 00	5,068 27	461 99	304 63	223 68	6,058 57
Edwards	52	500,231	9,620	40 27	2,000 46	1,300 00	3,340 73	5,329 41	200 00	200 00	9,070 14
Fine	87	878,681	10,100	.....	3,108 00	2,175 00	5,283 00	695 22	681 70	674 83	7,334 75
Fowler	83	1,079,372	13,004	13 45	4,547 84	2,075 00	6,636 29	2,827 73	518 27	357 80	10,340 09
Gouverneur	117	1,402,275	11,985	57 23	4,776 13	2,805 68	7,639 04	1,663 72	510 02	351 73	10,164 51
Hammond	74	951,495	12,858	.....	3,356 60	1,850 00	5,206 60	353 71	474 55	508 43	6,543 29
Hermon	79	526,724	6,667	550 04	2,676 65	1,975 00	5,201 69	892 69	400 55	225 00	6,719 93
Hopkinton	92	933,080	10,142	1,526 87	2,750 10	1,783 32	6,060 29	1,190 82	707 62	328 28	8,287 01
Lawrence	87	859,599	9,880	1,454 86	2,350 78	1,645 55	5,451 19	1,325 57	154 82	205 34	7,136 92
Lisbon	187	2,253,770	12,052	212 68	8,407 30	4,584 97	13,204 95	3,801 22	551 58	1,000 00	18,557 75
Louisville	82	774,307	9,443	1,484 62	5,246 64	1,853 21	8,584 47	811 12	458 97	560 82	10,415 38
Macomb	78	539,802	6,902	438 97	3,059 45	1,950 00	5,448 42	400 00	379 68	150 00	6,378 10
Madrid	89	1,049,783	11,795	842 43	2,560 23	1,515 14	4,917 80	587 20	543 05	500 00	6,548 05
Massena	84	1,971,355	23,468	665 63	6,236 82	2,100 00	9,002 45	1,358 71	400 53	1,092 39	11,854 08
Morristown	73	1,004,545	13,761	469 24	3,652 95	1,825 00	5,947 19	1,763 03	1,050 77	1,418 81	10,179 80
Norfolk	93	1,627,387	17,500	33 31	5,042 35	2,325 00	7,400 66	1,375 48	245 45	2,292 35	11,313 94
Oswegatchie	125	1,818,430	14,547	787 78	7,621 66	1,684 93	10,094 37	3,994 50	942 05	666 00	15,696 92
Parishville	120	652,823	5,440	379 62	2,514 00	2,262 60	5,156 22	1,575 57	319 62	350 00	7,401 41
Piercefield	32	721,158	22,536	3,408 72	4,410 12	800 00	8,618 84	2,363 16	664 75	818 11	12,464 86
Pierrepont	112	727,250	6,493	109 82	3,111 00	2,799 90	6,020 72	1,149 57	546 68	748 20	8,465 17
Pitcairn	55	222,047	4,037	228 03	1,384 42	1,375 00	2,987 45	277 27	50 00	228 14	3,542 86
Potsdam	186	2,106,131	11,323	.....	6,245 91	2,432 00	8,677 91	4,465 62	1,000 00	1,557 53	15,701 06
Rossie	66	443,736	6,723	315 99	1,400 00	1,260 00	2,975 99	743 12	3,356 51	328 48	7,404 10
Russell	125	738,378	5,907	54 00	3,652 01	3,125 00	6,831 01	586 52	308 98	300 00	8,026 51
Stockholm	166	1,219 578	7,347	254 08	3,308 38	2,646 70	6,209 16	1,000 00	300 00	500 00	8,009 16
Waddington	89	767,509	8,624	506 04	2,112 49	1,689 99	4,308 52	1,142 35	231 98	600 00	6,282 85
Total	3,101	.....	.....	$16,927 93	$122,780 71	$66,988 74	$206,697 38	$63,226 77	$18,749 63	$21,419 03	$310,092 81

ROCKLAND COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Clarkstown	123	$4,379,997	$35,609	$84 77	$10,[illegible]279 21	$4,379 99	$14,743 97	$2,361 05	$335 90	$832 04	$18,272 96
Haverstraw	13	619,800	47,676	73 54	2,[illegible]600 00	619 80	3,293 34	500 01	25 00	137 14	3,955 49
Orangetown	63	3,544,855	56,267	2,850 73	8,[illegible]480 67	3,544 85	14,876 25	2,037 28	337 40	554 44	17,805 37
Ramapo	123	3,447,765	28,030	840 12	10[illegible],050 00	3,447 77	14,337 89	5,698 84	348 97	2,424 52	22,810 22
Stony Point	49	1,837,810	37,506	678 28	[illegible],270 00	1,837 81	6,786 09	543 06	132 02	580 05	8,041 22
Total	371	.....	.....	$4,527 44	$[illegible]5,679 88	$13,830 22	$54,037 54	$11,140 24	$1,179 29	$4,528 19	$70,885 26

ST. LAWRENCE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Brasher	155	$1,081,051	$6,975	$892 94	$3,087 29	$2,771 81	$6,752 04	$2,200 00	$1,238 62	$355 49	$10,546 15
Canton	171	2,847,806	16,654	.....	7,655 88	3,827 94	11,483 82	14,308 17	500 00	1,000 00	27,291 99
Clare	41	251,815	6,142	1,172 01	1,143 00	1,025 00	3,340 01	225 13	265 49	288 08	4,118 71
Clifton	41	671,132	16,370	.....	2,050 00	1,025 00	3,075 00	200 00	50 00	623 00	3,948 00
Colton	89	1,006,919	11,314	40	4,448 39	2,225 00	6,673 79	929 03	300 00	558 18	8,461 00
DeKalb	120	1,475,412	12,295	25 45	6,074 04	3,000 00	9,099 49	3,229 14	1,092 76	2,408 36	15,829 75
De Peyster	51	720,534	14,128	1,003 45	2,789 82	1,275 00	5,068 27	461 99	304 63	223 68	6,058 57
Edwards	52	500,231	9,620	40 27	2,000 46	1,300 00	3,340 73	5,329 41	200 00	200 00	9,070 14
Fine	87	878,681	10,100	.....	3,108 00	2,175 00	5,283 00	695 22	681 70	674 83	7,334 75
Fowler	83	1,079,372	13,004	13 45	4,547 84	2,075 00	6,636 29	2,827 73	518 27	357 80	10,340 09
Gouverneur	117	1,402,275	11,985	57 23	4,776 13	2,805 68	7,639 04	1,663 72	510 02	351 73	10,164 51
Hammond	74	951,495	12,858	.....	3,356 60	1,850 00	5,206 60	353 71	474 55	508 43	6,543 29
Hermon	79	526,724	6,667	550 04	2,676 65	1,975 00	5,201 69	892 69	400 55	225 00	6,719 93
Hopkinton	92	933,080	10,142	1,526 87	2,750 10	1,783 32	6,060 29	1,190 82	707 62	328 28	8,287 01
Lawrence	87	859,599	9,880	1,454 86	2,350 78	1,645 55	5,451 19	1,325 57	154 82	205 34	7,136 92
Lisbon	187	2,253,770	12,052	212 68	8,407 30	4,584 97	13,204 95	3,801 22	551 58	1,000 00	18,557 75
Louisville	82	774,307	9,443	1,484 62	5,246 64	1,853 21	8,584 47	811 12	458 97	560 82	10,415 38
Macomb	78	539,802	6,902	438 97	3,059 45	1,950 00	5,448 42	400 00	379 68	150 00	6,378 10
Madrid	89	1,049,783	11,795	842 43	2,560 23	1,515 14	4,917 80	587 20	543 05	500 00	6,548 05
Massena	84	1,971,355	23,468	665 63	6,236 82	2,100 00	9,002 45	1,358 71	400 53	1,092 39	11,854 08
Morristown	73	1,004,545	13,761	469 24	3,652 95	1,825 00	5,947 19	1,763 03	1,050 77	1,418 81	10,179 80
Norfolk	93	1,627,387	17,500	33 31	5,042 35	2,325 00	7,400 66	1,375 48	245 45	2,292 35	11,313 94
Oswegatchie	125	1,818,430	14,547	787 78	7,621 66	1,684 93	10,094 37	3,994 50	942 05	666 00	15,696 92
Parishville	120	652,823	5,440	379 62	2,514 00	2,262 60	5,156 22	1,575 57	319 62	350 00	7,401 41
Piercefield	32	721,158	22,536	3,408 72	4,410 12	800 00	8,618 84	2,363 16	664 75	818 11	12,464 86
Pierrepont	112	727,250	6,493	109 82	3,111 00	2,799 90	6,020 72	1,149 57	546 68	748 20	8,465 17
Pitcairn	55	222,047	4,037	228 03	1,384 42	1,375 00	2,987 45	277 27	50 00	228 14	3,542 86
Potsdam	186	2,106,131	11,323	.....	6,245 91	2,432 00	8,677 91	4,465 62	1,000 00	1,557 53	15,701 06
Roosie	66	443,736	6,723	315 99	1,400 00	1,260 00	2,975 99	743 12	3,356 51	328 48	7,404 10
Russell	125	738,378	5,907	54 00	3,652 01	3,125 00	6,831 01	586 52	308 98	300 00	8,026 51
Stockholm	166	1,219 578	7,347	254 08	3,308 38	2,646 70	6,209 16	1,000 00	300 00	500 00	8,009 16
Waddington	89	767,509	8,624	506 04	2,112 49	1,689 99	4,308 52	1,142 35	231 98	600 00	6,282 85
Total	3,101	.....	.....	$16,927 93	$122,780 71	$66,988 74	$206,697 38	$63,226 77	$18,749 63	$21,419 03	$310,092 81

SARATOGA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Ballston	60	$1,053,905	$17,565	$484 59	$2,277 55	$1,063 77	$3,825 91	$510 68	$163 09	$345 94	$4,845 62
Charlton	69	628,936	9,115	492 55	1,420 12	994 08	2,906 75	623 93	473 74	576 31	4,580 73
Clifton Park	101	1,615,130	15,991	81 73	3,206 18	1,547 61	4,835 52	1,475 44	400 85	570 85	7,282 66
Corinth	66	134,116	2,032	182 94	2,003 26	1,003 26	3,189 46	1,321 85	195 79	560 29	5,267 39
Day	66	86,795	1,315	318 18	1,148 18	648 18	2,114 54	932 86	70 33	205 30	3,323 03
Edinburg	52	97,621	1,877	282 14	1,232 64	632 64	2,147 42	277 54	83 77	312 41	2,821 14
Galway	101	457,378	4,528	187 93	2,904 48	1,931 33	5,023 74	206 09	170 47	343 53	5,743 83
Greenfield	128	537,034	4,195	197 74	3,168 56	2,411 06	5,777 36	121 99	279 23	533 82	6,712 40
Hadley	61	222,316	3,644	15	2,089 26	1,489 26	3,578 67	809 53	52 32	287 31	4,677 83
Half Moon	79	1,635,527	20,702	697 55	7,006 61	1,965 37	9,669 53	1,104 37	290 00	626 92	11,690 82
Malta	59	557,588	9,450	537 62	1,449 12	972 82	2,959 56	722 58	223 60	599 31	4,505 05
Milton	93	810,252	8,712	205 90	2,524 59	1,490 71	4,221 20	1,552 15	607 93	284 39	6,665 67
Moreau	84	1,036,651	12,341	826 37	3,201 21	1,710 73	5,738 31	2,631 33	352 60	565 75	9,287 99
Northumberland	76	635,264	8,358	526 06	2,289 38	1,803 06	4,618 50	140 93	78 46	323 44	5,161 33
Providence	64	137,311	2,145	11 00	2,138 87	1,164 87	3,325 74	1,115 41	270 54	335 44	5,047 13
Saratoga	98	875,431	8,932	430 80	2,820 54	1,736 43	4,987 77	2,319 66	168 61	312 65	7,788 69
Saratoga Springs	70	977,188	16,331	559 70	3,291 51	1,625 00	5,476 21	1,933 63	216 47	328 00	7,954 31
Stillwater	100	1,581,690	15,816	268 33	3,952 19	1,970 19	6,190 71	672 20	300 00	801 15	7,964 06
Waterford	12	1,229,212	102,434	862 53	1,206 31	603 15	2,671 99	187 90	32 60	602 50	3,494 99
Wilton	82	447,154	5,453	202 51	1,944 32	1,389 89	3,536 72	393 89	159 06	455 85	4,545 52
Total	1,521	.....	.....	$7,356 32	$51,274 88	$28,164 41	$86,795 61	$19,053 96	$4,589 46	$8,921 16	$119,360 19

ONTARIO COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalisation.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Bristol	83	$616,881	$7,432	$146 56	$2,109 60	$1,680 00	$3,936 16	$411 21	$400 00	$308 09	$5,055 46
Canadice	68	334,093	4,913	207 04	1,500 00	1,500 00	3,207 04	176 23	206 62	294 56	3,884 45
Canandaigua	137	2,137,912	15,605	798 18	8,625 65	2,250 00	11,673 83	1,862 43	1,335 31	900 73	15,772 30
East Bloomfield	70	1,525,205	21,788	171 37	4,254 93	1,750 00	6,176 30	822 61	635 92	269 96	7,904 79
Farmington	84	1,512,759	18,009	569 42	3,408 24	1,700 00	5,677 66	746 46	100 00	507 97	7,032 09
Geneva	40	1,255,268	31,381	110 38	3,273 54	1,250 00	4,633 92	308 52	373 44	585 63	5,901 51
Gorham	107	1,867,206	17,450	75 67	5,429 70	2,675 00	8,180 37	1,339 13	870 89	1,755 14	12,145 53
Hopewell	73	1,424,350	19,511	230 73	3,800 00	1,750 00	5,780 73	400 00	400 00	600 00	7,180 73
Manchester	81	1,531,383	18,905	283 06	4,871 17	2,025 00	7,179 23	823 47	543 50	1,164 88	9,711 08
Naples	75	476,399	6,351	207 39	3,618 43	1,800 00	5,625 82	1,840 28	905 72	510 12	8,881 94
Phelps	148	2,802,849	18,938	3,328 27	4,002 25	2,000 00	9,330 52	3,983 22	758 93	847 45	14,920 12
Richmond	73	867,163	11,878	324 75	2,647 39	1,500 00	4,472 14	445 28	862 64	407 82	6,187 88
Seneca	106	2,198,749	20,742	1,812 89	6,015 86	2,650 00	10,478 75	2,052 12	695 83	761 39	13,988 09
South Bristol	64	337,101	5,267	184 88	2,165 20	1,600 00	3,950 08	1,208 27	122 10	365 82	5,646 27
Victor	89	1,495,446	16,802	2,533 37	4,456 94	2,225 00	9,215 31	1,086 93	969 65	734 83	12,006 72
West Bloomfield	50	982,074	19,641	1,737 63	2,500 00	1,250 00	5,487 63	667 40	393 27	246 93	6,795 23
Total	1,348	.....	.....	$12,721 59	$62,678 90	$29,605 00	$105,005 49	$18,173 56	$9,573 82	$10,261 32	$143,014 19

SCHENECTADY COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Duanesburg	147	$1,376,081	$9,361	$417 88	$4,004 00	$2,800 00	$7,221 88	$1,270 11	$367 98	$1,305 57	$10,165 54
Glenville	109	1,972,830	18,099	567 31	3,300 00	1,650 00	5,517 31	497 92	872 99	298 96	7,187 18
Niskayuna	37	1,397,611	38,822	5 45	2,308 64	1,100 00	3,414 09	57 60	254 85	325 93	4,052 47
Princetown	46	379,607	8,254	72 10	1,102 00	880 00	2,054 10	2,402 07	101 84	456 95	5,015 01
Rotterdam	74	2,822,060	38,136	10 00	3,836 11	1,850 00	5,696 11	1,772 10	260 21	1,236 30	8,964 72
Total	412	.....	.....	$1,072 74	$14,550 75	$8,280 00	$23,903 49	$5,999 80	$1,857 92	$3,623 71	$35,384 92

SCHOHARIE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Blenheim	63	$271,394	$4,307	$9 83	$1,000 00	$1,000 00	$2,009 83	$440 26	$47 91	$300 00	$2,798 00
Broome	110	321,000	2,918	361 23	1,300 00	1,300 00	2,961 23	522 87	51 75	310 61	3,846 46
Carlisle	63	738,708	11,725	1,547 86	1,800 00	1,080 00	4,427 86	755 10	294 57	792 14	6,269 67
Cobleskill	59	942,560	15,975	216 63	3,700 00	1,475 00	5,391 63	1,047 94	348 66	819 51	7,607 74
Conesville	75	263,515	3,513	135 99	1,304 92	1,300 00	2,740 91	327 55	271 42	159 49	3,499 37
Esperance	40	400,019	10,000	135 67	1,910 00	987 00	3,032 67	1,434 79	292 67	350 91	5,111 04
Fulton	115	628,206	5,462	347 53	1,860 72	1,668 89	3,877 14	565 16	651 43	306 57	5,400 30
Gilboa	122	614,025	5,033	774 98	3,520 00	2,745 00	7,039 98	1,112 75	621 56	268 64	9,042 93
Jefferson	90	519,588	5,773	490 82	1,613 35	1,440 00	3,544 17	453 28	239 41	595 91	4,832 77
Middleburg	101	650,903	6,444	235 73	2,092 18	1,522 96	3,850 87	1,255 34	201 67	261 00	5,568 88
Richmondville	71	578,436	8,147	484 52	1,625 75	1,220 60	3,330 87	1,547 30	218 93	589 60	5,686 70
Schoharie	54	845,562	15,658	275 30	2,116 40	750 00	3,141 70	10,046 93	173 66	521 63	13,883 92
Seward	78	736,312	9,439	1 54	2,045 84	1,537 08	3,584 46	536 32	263 96	317 52	4,702 26
Sharon	75	856,370	11,418	56 30	3,100 00	1,860 00	5,016 30	1,219 62	856 01	1,071 82	8,163 75
Summit	79	431,058	5,456	450 24	1,307 00	1,170 00	2,927 24	164 28	71 73	433 97	3,597 22
Wright	64	546,989	8,546	289 66	1,398 36	958 69	2,646 71	300 00	400 08	508 12	3,854 91
Total	1,259	.....	.....	$5,813 83	$31,694 52	$22,015 22	$59,523 57	$21,729 49	$5,005 42	$7,607 44	$93,865 92

SCHUYLER COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Catherine	72	$424,994	$5,902	$110 11	$1,500 00	$1,575 00	$3,185 11	$1,683 00	$123 34	$186 29	$5,177 74
Cayuta	36	285,297	7,924	110 87	700 03	560 00	1,370 90	345 81	42 24	67 27	1,826 22
Dix	90	825,351	9,170	1,183 09	1,502 60	1,050 00	3,735 69	890 98	250 31	689 73	5,566 71
Hector	249	2,611,419	10,487	15 00	6,402 85	4,433 66	10,851 51	3,859 83	456 39	624 13	15,791 86
Montour	41	315,823	7,703	.....	1,000 00	800 00	1,800 00	1,381 84	99 32	320 72	3,601 88
Orange	115	347,292	3,019	673 69	1,508 42	1,500 00	3,682 11	1,141 00	375 10	61 58	5,259 79
Reading	61	798,435	13,089	253 06	2,107 95	750 00	3,111 01	335 63	141 78	129 17	3,717 59
Tyrone	98	678,737	6,925	205 78	1,700 00	1,530 00	3,435 78	380 92	157 48	99 01	4,073 19
Total	762	.....	.....	$2,551 60	$16,421 85	$12,198 66	$31,172 11	$10,019 01	$1,645 96	$2,177 90	$45,014 98

PUTNAM COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Carmel	94	$3,597,015	$38,266	$282 53	$5,350 00	$2,675 00	$8,307 53	$1,034 61	$288 14	$ 653 60	$10,283 88
Kent	96	1,005,381	10,472	79 72	2,680 83	1,750 00	4,510 55	160 52	102 26	116 24	4,889 57
Patterson	62	1,433,370	23,118	1,089 21	1,800 00	900 00	3,789 21	2,613 70	116 99	243 40	6,763 30
Phillipstown	95	3,283,589	34,610	964 29	5,000 00	2,500 00	8,464 29	1,309 47	140 87	130 31	10,044 94
Putnam Valley	80	616,415	7,705	28 36	1,810 00	1,440 00	3,278 36	3,489 74	61 34	51 30	6,880 74
South East	82	2,946,864	35,937	978 17	4,071 28	2,000 00	7,049 45	1,929 75	268 92	590 44	9,838 56
Total	509	.....	.....	$3,422 28	$20,712 11	$11,265 00	$35,399 39	$10,537 79	$978 52	$1,785 29	$48,700 99

RENSSELAER COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Berlin	80	$462,409	$5,780	$649 86	$1,869 70	$1,170 00	$3,689 56	$3,299 91	$416 95	$217 08	$7,623 50
Brunswick	90	1,715,213	19,057	47 29	2,152 62	1,076 31	3,276 22	496 75	470 55	123 37	4,366 89
East Greenbush	52	1,346,249	25,889	150 19	1,200 00	600 00	1,950 19	172 09	336 90	101 67	2,560 85
Grafton	80	270,363	3,379	193 30	1,730 35	1,360 50	3,284 15	273 46	89 90	63 63	3,711 14
Hoosick	132	1,990,290	15,077	381 52	4,200 00	1,800 00	6,381 52	3,119 43	579 99	1,052 58	11,133 52
Nassau	102	462,633	4,535	06	2,247 30	2,000 00	4,247 36	1,377 07	119 05	175 80	5,919 28
North Greenbush	39	816,356	20,932	231 04	1,500 00	750 00	2,481 04	177 50	80 10	214 15	2,952 79
Petersburg	66	427,897	6,483	118 04	1,903 00	945 00	2,966 04	1,120 35	59 11	21 18	4,166 68
Pittstown	153	2,018,053	13,189	521 46	3,430 00	1,715 00	5,666 46	1,254 90	203 18	466 30	7,590 84
Poestenkill	65	328,808	5,058	521 49	2,274 27	954 23	3,749 99	500 00	250 00	250 00	4,749 99
Sand Lake	92	626,359	6,808	471 63	2,001 10	1,800 00	4,272 73	1,357 47	167 44	240 78	6,038 42
Schaghticoke	103	2,445,705	23,744	191 31	4,413 54	1,830 83	6,435 68	3,229 39	242 26	669 76	10,577 09
Schodack	128	2,689,259	21,009	46 41	4,153 18	2,076 59	6,276 18	3,148 09	228 80	300 00	9,953 07
Stephentown	109	413,025	3,789	43 21	1,838 35	1,700 00	3,581 56	1,573 20	60 37	180 13	5,395 26
Total	1,291	.....	.....	$3,566 81	$34,913 41	$19,778 46	$58,258 68	$21,099 61	$3,304 60	$4,076 43	$86,739 32

ROCKLAND COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Clarkstown	123	$4,379,997	$35,609	$84 77	$10,279 21	$4,379 99	$14,743 97	$2,361 05	$335 90	$832 04	$18,272 96
Haverstraw	13	619,800	47,676	73 54	2,600 00	619 80	3,293 34	500 01	25 00	137 14	3,955 49
Orangetown	63	3,544,855	56,267	2,850 73	8,480 67	3,544 85	14,876 25	2,037 28	337 40	554 44	17,805 37
Ramapo	123	3,447,765	28,030	840 12	10,050 00	3,447 77	14,337 89	5,698 84	348 97	2,424 52	22,810 22
Stony Point	49	1,837,810	37,506	678 28	4,270 00	1,837 81	6,786 09	543 06	132 02	580 05	8,041 22
Total	371	.....	.....	$4,527 44	$35,679 88	$13,830 22	$54,037 54	$11,140 24	$1,179 29	$4,528 19	$70,885 26

ST. LAWRENCE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Brasher	155	$1,081,051	$6,975	$892 94	$3,087 29	$2,771 81	$6,752 04	$2,200 00	$1,238 62	$355 49	$10,546 15
Canton	171	2,847,806	16,654	.....	7,655 88	3,827 94	11,483 82	14,308 17	500 00	1,000 00	27,291 99
Clare	41	251,815	6,142	1,172 01	1,143 00	1,025 00	3,340 01	225 13	265 49	288 08	4,118 71
Clifton	41	671,132	16,370	.....	2,050 00	1,025 00	3,075 00	200 00	50 00	623 00	3,948 00
Colton	89	1,006,919	11,314	40	4,448 39	2,225 00	6,673 79	929 03	300 00	558 18	8,461 00
DeKalb	120	1,475,412	12,295	25 45	6,074 04	3,000 00	9,099 49	3,229 14	1,092 76	2,408 36	15,829 75
De Peyster	51	720,534	14,128	1,003 45	2,789 82	1,275 00	5,068 27	461 99	304 63	223 68	6,058 57
Edwards	52	500,231	9,620	40 27	2,000 46	1,300 00	3,340 73	5,329 41	200 00	200 00	9,070 14
Fine	87	878,681	10,100	.....	3,108 00	2,175 00	5,283 00	695 22	681 70	674 83	7,334 75
Fowler	83	1,079,372	13,004	13 45	4,547 84	2,075 00	6,636 29	2,827 73	518 27	357 80	10,340 09
Gouverneur	117	1,402,275	11,985	57 23	4,776 13	2,805 68	7,639 04	1,663 72	510 02	351 73	10,164 51
Hammond	74	951,495	12,858	.....	3,356 60	1,850 00	5,206 60	353 71	474 55	508 43	6,543 29
Hermon	79	526,724	6,667	550 04	2,676 65	1,975 00	5,201 69	892 69	400 55	225 00	6,719 93
Hopkinton	92	933,080	10,142	1,526 87	2,750 10	1,783 32	6,060 29	1,190 82	707 62	328 28	8,287 01
Lawrence	87	859,599	9,880	1,454 86	2,350 78	1,645 55	5,451 19	1,325 57	154 82	205 34	7,136 92
Lisbon	187	2,253,770	12,052	212 68	8,407 30	4,584 97	13,204 95	3,801 22	551 58	1,000 00	18,557 75
Louisville	82	774,307	9,443	1,484 62	5,246 64	1,853 21	8,584 47	811 12	458 97	560 82	10,415 38
Macomb	78	539,802	6,902	438 97	3,059 45	1,950 00	5,448 42	400 00	379 68	150 00	6,378 10
Madrid	89	1,049,783	11,795	842 43	2,560 23	1,515 14	4,917 80	587 20	543 05	500 00	6,548 05
Massena	84	1,971,355	23,468	665 63	6,236 82	2,100 00	9,002 45	1,358 71	400 53	1,092 39	11,854 08
Morristown	73	1,004,545	13,761	469 24	3,652 95	1,825 00	5,947 19	1,763 03	1,050 77	1,418 81	10,179 80
Norfolk	93	1,627,387	17,500	33 31	5,042 35	2,325 00	7,400 66	1,375 48	245 45	2,292 35	11,313 94
Oswegatchie	125	1,818,430	14,547	787 78	7,621 66	1,684 93	10,094 37	3,994 50	942 05	666 00	15,696 92
Parishville	120	652,823	5,440	379 62	2,514 00	2,262 60	5,156 22	1,575 57	319 62	350 00	7,401 41
Piercefield	32	721,158	22,536	3,408 72	4,410 12	800 00	8,618 84	2,363 16	664 75	818 11	12,464 86
Pierrepont	112	727,250	6,493	109 82	3,111 00	2,799 90	6,020 72	1,149 57	546 68	748 20	8,465 17
Pitcairn	55	222,047	4,037	228 03	1,384 42	1,375 00	2,987 45	277 27	50 00	228 14	3,542 86
Potsdam	186	2,106,131	11,323	.....	6,245 91	2,432 00	8,677 91	4,465 62	1,000 00	1,557 53	15,701 06
Rossie	66	443,736	6,723	315 99	1,400 00	1,260 00	2,975 99	743 12	3,356 51	328 48	7,404 10
Russell	125	738,378	5,907	54 00	3,652 01	3,125 00	6,831 01	586 52	308 98	300 00	8,026 51
Stockholm	166	1,219 578	7,347	254 08	3,308 38	2,646 70	6,209 16	1,000 00	300 00	500 00	8,009 16
Waddington	89	767,509	8,624	506 04	2,112 49	1,689 99	4,308 52	1,142 35	231 98	600 00	6,282 85
Total	3,101	.....	.....	$16,927 93	$122,780 71	$66,988 74	$206,697 38	$63,226 77	$18,749 63	$21,419 03	$310,092 81

SARATOGA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalisation.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Ballston	60	$1,053,905	$17,565	$484 59	$2,277 55	$1,063 77	$3,825 91	$510 68	$163 09	$345 94	$4,845 62
Charlton	69	628,936	9,115	492 55	1,420 12	994 08	2,906 75	623 93	473 74	576 31	4,580 73
Clifton Park	101	1,615,130	15,991	81 73	3,206 18	1,547 61	4,835 52	1,475 44	400 85	570 85	7,282 66
Corinth	66	134,116	2,032	182 94	2,003 26	1,003 26	3,189 46	1,321 85	195 79	560 29	5,267 39
Day	66	86,795	1,315	318 18	1,148 18	648 18	2,114 54	932 86	70 33	205 30	3,323 03
Edinburg	52	97,621	1,877	282 14	1,232 64	632 64	2,147 42	277 54	83 77	312 41	2,821 14
Galway	101	457,378	4,528	187 93	2,904 48	1,931 33	5,023 74	206 09	170 47	343 53	5,743 83
Greenfield	128	537,034	4,195	197 74	3,168 56	2,411 06	5,777 36	121 99	279 23	533 82	6,712 40
Hadley	61	222,316	3,644	15	2,089 26	1,489 26	3,578 67	809 53	52 32	237 31	4,677 83
Half Moon	79	1,635,527	20,702	697 55	7,006 61	1,965 37	9,669 53	1,104 37	290 00	626 92	11,690 82
Malta	59	557,588	9,450	537 62	1,449 12	972 82	2,959 56	722 58	223 60	599 31	4,505 05
Milton	93	810,252	8,712	205 90	2,524 59	1,490 71	4,221 20	1,552 15	607 93	284 39	6,665 67
Moreau	84	1,036,651	12,341	826 37	3,201 21	1,710 73	5,738 31	2,631 33	352 60	565 75	9,287 99
Northumberland	76	635,264	8,358	526 06	2,289 38	1,803 06	4,618 50	140 93	78 46	323 44	5,161 33
Providence	64	137,311	2,145	11 00	2,138 87	1,164 87	3,325 74	1,115 41	270 54	335 44	5,047 13
Saratoga	98	875,431	8,932	480 80	2,820 54	1,736 43	4,987 77	2,319 66	168 61	312 65	7,788 69
Saratoga Springs	70	977,188	16,331	559 70	3,291 51	1,625 00	5,476 21	1,933 63	216 47	328 00	7,954 31
Stillwater	100	1,581,690	15,816	268 83	3,952 19	1,970 19	6,190 71	672 20	300 00	801 15	7,964 06
Waterford	12	1,229,212	102,434	862 53	1,206 31	603 15	2,671 99	187 90	32 60	602 50	3,494 99
Wilton	82	447,154	5,453	202 51	1,944 32	1,389 89	3,536 72	393 89	159 06	455 85	4,545 52
Total	1,521	.....	.....	$7,356 32	$51,274 88	$28,164 41	$86,795 61	$19,053 96	$4,589 46	$8,921 16	$119,360 19

Town of Moravia, Cayuga County. Retaining Wall, Culvert and Deep Fill

SCHENECTADY COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalisation.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Duanesburg	147	$1,376,081	$9,361	$417 88	$4,004 00	$2,800 00	$7,221 88	$1,270 11	$367 98	$1,305 57	$10,165 54
Glenville	109	1,972,880	18,099	567 31	3,300 00	1,650 00	5,517 31	497 92	872 99	298 96	7,187 18
Niskayuna	37	1,397,611	38,822	5 45	2,308 64	1,100 00	3,414 09	57 60	254 85	325 93	4,052 47
Princetown	46	379,697	8,254	72 10	1,102 00	880 00	2,054 10	2,402 07	101 81	456 95	5,015 01
Rotterdam	74	2,822,060	38,136	10 00	3,836 11	1,850 00	5,696 11	1,772 10	260 21	1,236 30	8,964 72
Total	412	.....	.....	$1,072 74	$14,550 75	$8,280 00	$23,903 49	$5,999 80	$1,857 92	$3,623 71	$35,384 92

SCHOHARIE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Blenheim	63	$271,394	$4,307	$9 83	$1,000 00	$1,000 00	$2,009 83	$440 26	$47 91	$300 00	$2,798 00
Broome	110	321,000	2,918	361 23	1,300 00	1,300 00	2,961 23	522 87	51 75	310 61	3,846 46
Carlisle	63	738,708	11,725	1,547 86	1,800 00	1,080 00	4,427 86	755 10	294 57	792 14	6,269 67
Cobleskill	59	942,560	15,975	216 63	3,700 00	1,475 00	5,391 63	1,047 94	348 66	819 51	7,607 74
Conesville	75	263,515	3,513	135 99	1,304 92	1,300 00	2,740 91	327 55	271 42	159 49	3,499 37
Esperance	40	400,019	10,000	135 67	1,910 00	987 00	3,032 67	1,434 79	292 67	350 91	5,111 04
Fulton	115	628,206	5,462	347 53	1,860 72	1,668 89	3,877 14	565 16	651 43	306 57	5,400 30
Gilboa	122	614,025	5,033	774 98	3,520 00	2,745 00	7,039 98	1,112 75	621 56	268 64	9,042 93
Jefferson	90	519,588	5,773	490 82	1,613 35	1,440 00	3,544 17	453 28	239 41	595 91	4,832 77
Middleburg	101	650,903	6,444	235 73	2,092 18	1,522 96	3,850 87	1,255 34	201 67	261 00	5,568 88
Richmondville	71	578,436	8,147	484 52	1,625 75	1,220 60	3,330 87	1,547 30	218 93	589 60	5,686 70
Schoharie	54	845,562	15,658	275 30	2,116 40	750 00	3,141 70	10,046 93	173 66	521 63	13,883 92
Seward	78	736,312	9,439	1 54	2,045 84	1,537 08	3,584 46	536 32	263 96	317 52	4,702 26
Sharon	75	856,370	11,418	56 30	3,100 00	1,860 00	5,016 30	1,219 62	856 01	1,071 82	8,163 75
Summit	79	431,058	5,456	450 24	1,307 00	1,170 00	2,927 24	164 28	71 73	433 97	3,597 22
Wright	64	546,989	8,546	289 66	1,398 36	958 69	2,646 71	300 00	400 08	508 12	3,854 91
Total	1,259	.....	.....	$5,813 83	$31,694 52	$22,015 22	$59,523 57	$21,729 49	$5,005 42	$7,607 44	$93,865 92

SCHUYLER COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Catherine	72	$424,994	$5,902	$110 11	$1,500 00	$1,575 00	$3,185 11	$1,683 00	$123 34	$186 29	$5,177 74
Cayuta	36	285,297	7,924	110 87	700 03	560 00	1,370 90	345 81	42 24	67 27	1,826 22
Dix	90	825,351	9,170	1,183 09	1,502 60	1,050 00	3,735 69	890 98	250 31	689 73	5,566 71
Hector	249	2,611,419	10,487	15 00	6,402 85	4,433 66	10,851 51	3,859 83	456 39	624 13	15,791 86
Montour	41	315,823	7,703	.....	1,000 00	800 00	1,800 00	1,381 84	99 32	320 72	3,601 88
Orange	115	347,292	3,019	673 69	1,508 42	1,500 00	3,682 11	1,141 00	375 10	61 58	5,259 79
Reading	61	798,435	13,089	253 06	2,107 95	750 00	3,111 01	335 63	141 78	129 17	3,717 59
Tyrone	98	678,737	6,925	205 78	1,700 00	1,530 00	3,435 78	380 92	157 48	99 01	4,073 19
Total	762	.....	.....	$2,551 60	$16,421 85	$12,198 66	$31,172 11	$10,019 01	$1,645 96	$2,177 90	$45,014 98

SENECA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Covert	70	1,061,483	$15,163	$87 03	$2,263 00	$1,000 00	$3,350 03	$547 90	$100 00	$263 54	$4,261 47
Fayette	142	1,922,498	13,538	.....	6,400 00	3,200 00	9,600 00	2,575 36	500 00	508 51	13,183 87
Junius	63	847,949	13,459	46 39	1,808 90	900 00	2,755 29	234 19	172 48	525 37	3,687 33
Lodi	77	1,298,341	16,861	25 56	2,000 00	1,000 00	3,025 56	302 24	409 03	276 38	4,013 21
Ovid	71	1,184,956	16,689	.....	2,125 55	1,000 00	3,125 55	1,699 00	1,119 68	409 53	6,353 76
Romulus	84	1,359,471	16,184	381 80	3,110 25	1,350 00	4,842 05	1,222 77	508 50	230 10	6,803 42
Seneca Falls	38	727,589	19 145	261 36	2,090 10	950 00	3,301 46	779 12	150 49	498 40	4,729 47
Tyre	52	671,616	12,914	389 52	2,016 45	1,200 00	3,605 97	72 59	75 50	200 90	3,954 96
Varick	61	1,125,601	18,452	148 98	1,648 90	800 00	2,597 88	480 81	133 25	225 89	3,437 83
Waterloo	46	1,075,432	23,378	116 81	2,602 25	1,150 00	3,869 06	320 87	86 53	191 15	4,467 61
Total	704	.....	.....	$1,457 45	$26,065 40	$12,550 00	$40,072 85	$8,234 85	$3,255 46	$3,329 77	$54,892 93

STEUBEN COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Addison	51	$270,504	$5,304	$240 21	$1,150 00	$1,275 00	$2,665 21	$2,195 21	$216 31	$257 32	$5,334 05
Avoka	82	748,293	9,125	927 29	2,000 00	1,400 00	4,327 29	3,342 04	170 14	779 00	8,618 47
Bath	207	1,527,261	7,378	.....	5,000 90	4,000 00	9,000 90	7,164 03	551 54	1,547 45	18,263 92
Bradford	57	327,678	5,748	527 01	1,100 00	990 00	2,617 01	161 00	61 43	160 86	3,000 30
Cameron	106	663,957	6,263	706 82	2,300 00	1,800 00	4,806 82	1,267 70	552 58	793 69	7,420 79
Campbell	85	886,282	10,426	857 03	2,038 29	1,400 00	4,295 31	1,054 11	350 00	500 00	6,199 42
Canisteo	94	722,820	7,689	37 79	2,701 70	2,350 00	5,089 49	2,026 37	334 31	885 72	8,335 89
Caton	91	585,494	6,434	11 27	2,127 00	2,274 30	4,412 57	365 44	380 97	586 48	5,745 46
Cohocton	129	1,336,112	10,357	409 82	4,000 00	2,450 00	6,859 82	1,299 59	420 26	566 32	9,145 99
Corning	87	1,208,407	13,890	229 52	2,800 00	1,450 00	4,479 52	940 05	154 85	148 21	5,722 63
Dansville	124	1,100,495	8,875	81 76	3,156 07	2,853 38	6,091 16	2,222 12	333 86	814 50	9,461 64
Erwin	59	925,420	15,685	60 48	2,400 00	850 00	3,310 48	1,366 26	378 74	519 68	5,575 11
Fremont	81	847,246	6,756	291 59	1,600 00	1,440 00	3,331 59	849 74	484 04	743 45	5,408 82
Greenwood	96	585,320	6,097	808 12	2,427 01	1,890 00	5,125 13	1,967 85	498 50	716 46	8,307 94
Hartsville	67	273,965	4,089	154 18	1,650 20	1,050 00	2,854 38	838 74	342 22	182 48	4,217 82
Hornby	91	450,720	4,953	1,337 11	1,600 10	1,600 00	4,537 21	278 04	251 68	486 03	5,552 96
Hornellsville	147	1,236,764	13,741	1,495 27	3,000 00	1,500 00	5,995 27	2,609 61	414 92	1,339 20	10,359 00
Howard	90	690,886	4,699	1,447 71	3,350 90	2,250 00	7,048 61	1,488 58	587 58	558 46	9,683 23
Jasper	112	712,683	6,363	68 63	2,551 00	1,980 00	4,599 63	2,646 46	341 55	466 75	8,054 39
Lindley	76	528,519	6,954	467 53	2,500 00	1,800 00	4,767 53	1,381 25	150 38	2,156 68	8,455 84
Prattsburg	117	722,878	6,178	568 45	3,321 63	2,520 00	6,410 08	797 90	427 30	786 83	8,422 11
Pulteney	87	782,773	8,997	117 36	3,747 06	2,000 00	5,864 42	2,949 59	1,140 68	585 49	10,540 18
Rathbone	88	670,206	7,616	84 02	2,001 20	1,640 00	3,725 22	1,191 85	207 05	495 58	5,619 70
Thurston	89	392,384	4,408	815 63	1,414 36	1,350 00	3,579 99	343 39	135 30	528 60	4,587 28
Troupsburg	122	604,689	4,956	110 43	2,700 06	2,500 00	5,310 49	806 47	369 37	521 29	7,007 62
Tuscarora	80	531,699	6,646	99 08	1,700 00	1,530 00	3,329 08	1,729 65	276 40	227 42	5,562 55
Urbana	98	1,331,811	13,589	242 01	4,144 00	1,750 00	6,136 01	732 99	389 93	1,980 38	9,239 31
Wayland	90	1,094,582	12,162	726 52	3,750 00	2,250 00	6,726 52	914 98	500 00	944 43	9,085 93
Wayne	53	386,853	7,299	188 69	1,449 38	1,120 00	2,758 07	151 17	87 65	128 08	3,124 97
West Union	100	470,925	4,709	1,019 71	1,800 00	1,800 00	4,619 71	883 84	351 00	857 45	6,712 00
Wheeler	113	670,675	5,935	680 69	2,500 00	2,250 00	5,430 69	1,423 73	209 45	256 41	7,320 28
Woodhull	125	634,047	5,072	197 90	2,720 00	2,160 00	5,077 90	2,874 60	403 31	689 63	9,045 44
Total	3,094	.....	.....	$15,009 62	$80,700 86	$59,472 63	$155,183 11	$50,264 35	$11,473 30	$22,210 28	$239,131 04

SUFFOLK COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Babylon	128	$3,960,315	$30,939	$528 70	$20,486 28	$3,960 32	$24,975 30	$2,814 40	$910 00	$850 00	$29,549 70
Brook Haven	471	17,552,891	37,267	2,202 76	58,574 45	17,552 89	78,330 10	3,523 38	1,252 31	3,991 39	87,097 18
East Hampton	153	4,997,383	32,662	39 70	16,840 46	4,997 39	21,877 55	168 09	300 00	1,303 21	23,648 85
Huntington	267	12,498,437	46,810	3,576 45	47,754 27	12,498 44	63,829 16	1,585 15	767 99	4,328 74	70,511 04
Islip	201	18,441,266	91,747	2,012 43	55,248 35	18,441 27	75,702 05	1,500 00	2,053 84	966 80	80,222 69
Riverhead	138	4,803,492	34,807	2,110 08	16,159 00	4,803 49	23,072 57	207 29	613 51	679 23	24,572 60
Shelter Island	20	2,205,779	110,288	813 43	3,089 10	1,500 00	5,402 53	7 00	157 97	898 97	6,466 47
Smithtown	126	4,598,465	36,495	568 82	9,109 41	4,000 00	13,678 23	1,420 32	414 52	600 28	16,113 35
Southampton	325	8,796,770	27,066	13,237 97	53,943 66	8,796 77	75,978 40	8,826 58	3,391 09	3,334 73	91,530 80
Southold	124	7,266,967	58,604	2,114 88	24,337 00	7,266 97	33,718 85	994 83	1,170 66	2,216 85	38,101 19
Total	1,953	.....	.....	$27,205 22	$305,541 98	$83,817 54	$416,564 74	$21,047 04	$11,031 89	$19,170 20	$467,813 87

SULLIVAN COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Bethel	162	$971,033	$5,994	$376 64	$3,478 50	$3,118 50	$6,973 64	$1,583 83	$567 00	$129 32	$9,253 79
Callicoon	120	510,718	4,255	13 25	2,816 00	3,000 00	5,829 25	354 17	116 97	200 64	6,501 03
Cochecton	78	655,202	8,400	124 20	2,500 00	1,950 00	4,574 20	836 11	155 63	186 77	5,752 71
Delaware	88	567,210	6,445	174 66	2,477 85	2,200 00	4,852 51	1,342 37	250 00	100 00	6,544 88
Fallsburgh	201	948,456	4,718	388 03	8,394 08	4,900 00	13,682 11	2,049 79	784 14	1,086 13	17,602 17
Forestburgh	66	167,555	2,538	1 10	2,605 91	1,650 00	4,257 01	455 05	352 43	250 00	5,314 49
Freemont	120	617,283	5,144	52 73	2,924 71	3,000 00	5,977 44	833 59	275 97	1,930 23	9,017 23
Highland	77	270,093	3,503	525 13	2,382 00	1,925 00	4,832 13	1,808 81	618 29	94 33	7,353 56
Liberty	185	1,031,601	5,576	89 24	7,468 16	4,625 00	12,182 40	4,892 80	517 28	600 00	18,192 48
Lumberland	84	381,652	4,543	577 08	3,476 27	2,100 00	6,153 35	348 17	260 25	170 79	6,932 56
Mamakating	144	1,163,059	8,076	480 55	3,464 44	2,400 00	6,344 99	677 34	189 29	648 06	7,859 68
Neversink	144	307,574	2,135	226 76	3,232 56	2,600 00	6,059 32	526 47	131 28	263 84	6,980 91
Rockland	133	792,598	5,959	551 00	6,400 00	3,325 00	10,276 00	2,333 40	911 96	878 35	14,399 71
Thompson	176	810,128	4,603	316 51	5,000 00	4,400 00	9,716 51	2,127 74	795 23	701 48	13,340 96
Tusten	66	361,401	5,475	103 20	2,974 00	1,650 00	4,727 20	1,026 43	578 06	638 27	6,969 96
Total	1,844	.....	.....	$4,000 08	$59,594 48	$42,843 50	$106,438 06	$21,196 07	$6,503 78	$7,878 21	$142,016 12

TIOGA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Barton	132	$1,048,376	$7,942	$31 44	$2,332 09	$1,865 67	$4,229 20	$3,845 58	$250 00	$700 00	$9,024 78
Berkshire	58	446,893	7,705	353 31	1,323 64	1,058 91	2,735 86	828 28	432 21	144 13	4,140 48
Candor	191	1,129,645	5,914	17	4,300 00	3,870 00	8,170 17	2,480 00	240 58	255 08	11,145 83
Newark Valley	89	603,496	6,780	635 15	1,796 20	1,566 16	3,997 51	1,141 92	123 97	465 22	5,728 62
Nichols	73	832,998	11,410	165 32	3,113 19	967 90	4,246 41	1,277 61	387 66	644 24	6,555 92
Owego	224	2,167,700	9,677	366 01	7,457 10	4,929 20	12,752 31	5,095 90	463 45	837 48	19,149 14
Richford	73	432,791	5,928	378 96	2,492 60	1,530 00	4,401 56	877 14	201 52	970 15	6,450 37
Spencer	100	533,105	5,331	164 39	5,479 66	2,500 00	8,144 05	1,711 96	279 00	150 00	10,285 01
Tioga	127	1,279,924	10,078	68 84	4,146 10	2,838 87	7,053 81	4,593 15	400 00	445 84	12,492 80
Total	1,067	.....	.....	$2,163 59	$32,440 58	$21,126 71	$55,730 88	$21,851 54	$2,778 39	$4,612 14	$84,972 95

TOMPKINS COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Caroline	124	$822,893	$6,636	$16 02	$4,046 77	$1,908 90	$5,971 69	$671 44	$85 00	$118 52	$6,846 65
Danby	125	793,839	6,350	451 01	2,018 25	1,800 00	4,269 26	1,074 19	312 45	340 32	5,996 22
Dryden	192	1,849,357	9,632	863 29	6,000 93	3,360 00	10,224 22	5,193 81	744 15	424 00	16,586 18
Enfield	79	657,569	8,323	429 18	1,800 40	1,440 00	3,669 58	781 59	101 09	232 13	4,784 39
Groton	108	1,144,355	10,595	2,096 58	3,860 00	2,700 00	8,656 58	2,623 49	534 17	553 64	12,367 88
Ithaca	80	1,075,720	13,446	365 64	2,472 73	1,236 37	4,074 74	1,174 41	249 72	171 84	5,670 71
Lansing	142	1,722,511	12,130	381 84	3,475 00	1,920 00	5,776 84	628 65	157 32	317 70	6,880 51
Newfield	141	686,749	4,870	305 62	2,276 14	2,200 00	4,781 76	514 58	418 54	337 96	6,052 84
Ulysses	100	1,054,164	10,541	337 90	3,110 00	1,680 00	5,127 90	1,300 00	150 00	90 44	6,668 34
Total	1,091	.....	.....	$5,247 08	$29,060 22	$18,245 27	$52,552 57	$13,962 16	$2,752 44	$2,586 55	$71,853 72

ULSTER COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Denning	101	$86,752	$858	$303 06	$1,400 00	$2,400 00	$4,103 06	$746 83	$92 53	$318 18	$5,260 60
Esopus	74	2,048,252	27,679	394 55	3,800 00	1,900 00	6,094 55	450 86	298 35	219 82	7,063 58
Gardiner	82	805,980	9,829	273 75	2,450 00	1,680 00	4,403 75	3,002 56	120 25	201 80	7,728 36
Hardenburg	65	105,854	1,628	11 87	1,393 83	1,350 00	2,755 70	1,000 00	80 36	151 68	3,987 74
Hurley	59	601,292	10,191	405 80	1,700 06	1,050 00	3,155 86	198 88	99 08	100 06	3,553 88
Kingston	13	32,313	2,485	148 69	300 00	300 00	748 69	1,138 05	20 10	20 10	1,926 94
Lloyd	67	1,833,595	27,367	849 69	2,700 00	1,350 00	4,899 69	686 49	185 08	523 65	6,294 91
Marbletown	123	1,456,607	11,842	370 15	3,500 00	2,100 00	5,970 15	1,076 28	89 97	339 65	7,476 05
Marlborough	70	928,558	13,265	732 82	5,148 00	1,750 00	7,630 82	834 39	384 60	145 55	8,995 36
New Paltz	66	525,800	7,966	75 47	2,200 00	1,600 00	3,875 47	317 71	661 24	206 27	5,060 69
Olive	115	719,535	6,256	985 36	3,300 00	2,430 00	6,715 36	478 15	100 58	134 41	7,428 50
Plattekill	83	760,826	9,166	77 41	2,600 00	1,260 00	3,937 41	216 99	99 01	157 87	4,411 28
Rochester	142	888,657	6,258	1,319 61	2,493 86	2,070 00	5,883 47	1,118 89	178 27	118 00	7,298 63
Rosendale	50	749,117	14,982	502 99	1,800 00	900 00	3,202 99	445 90	62 28	41 00	3,752 17
Saugerties	161	1,595,431	9,909	.....	8,566 83	4,025 00	12,591 83	1,649 69	213 00	989 58	15,444 10
Shandaken	85	633,504	7,452	819 09	3,260 90	2,125 00	6,204 99	1,514 58	793 14	262 46	8,775 17
Shawangunk	121	1,019,295	8,423	4 76	4,850 00	3,025 00	7,879 76	1,730 11	155 08	163 28	9,928 23
Ulster	60	1,032,707	17,211	530 86	3,000 00	1,500 00	5,030 86	2,880 93	108 01	112 87	8,132 67
Wawarsing	207	1,007,443	4,866	1,262 14	5,175 00	5,175 00	11,612 14	1,500 00	105 53	345 62	13,563 29
Woodstock	104	404,674	3,891	969 24	2,154 00	2,600 00	5,723 24	1,102 20	212 28	289 32	7,327 04
Total	1,848	.....	.....	$10,037 31	$61,792 48	$40,590 00	$112,419 79	$22,089 49	$4,058 74	$4,841 17	$143,409 19

WARREN COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Bolton	85	$998,392	$11,745	$123 24	$3,500 00	$2,100 00	$5,723 24	$1,731 25	$200 00	$311 11	$7,965 60
Caldwell	48	547,388	11,403	763 09	1,200 00	720 00	2,683 09	505 09	179 95	343 89	3,712 02
Chester	129	431,143	3,342	69 50	2,555 00	2,500 00	5,124 50	900 54	424 18	944 11	7,393 33
Hague	51	420,397	8,243	17	2,264 52	1,275 00	3,539 69	320 61	210 19	303 39	4,373 88
Horicon	93	210,909	2,267	209 80	1,500 82	1,500 00	3,210 62	1,106 67	300 71	121 39	4,739 39
Johnsburg	158	673,378	4,261	976 35	5,279 24	3,950 00	10,205 59	5,275 00	303 77	2,250 00	18,034 36
Luzerne	74	285,907	3,863	10 11	1,600 00	1,600 00	3,210 11	1,997 35	106 01	552 90	5,866 37
Queensbury	147	1,735,794	11,808	27 81	6,008 66	3,600 00	9,636 47	504 56	307 80	250 00	10,698 83
Stony Creek	70	170,860	2,440	345 20	1,011 11	1,000 00	2,356 31	1,328 46	170 79	500 00	4,355 56
Thurman	79	198,722	2,515	193 50	1,225 98	1,200 00	2,619 48	5,412 66	92 90	*537 83	8,663 94
Warrensburg	76	767,544	10,099	580 61	2,003 00	1,400 00	3,983 61	2,927 79	178 94	324 26	7,414 60
Total	1,010	.....	.....	$3,299 38	$28,148 33	$20,845 00	$52,292 71	$22,009 98	$2,475 24	$6,439 95	$83,217 88

* Deficit, $1.07.

WASHINGTON COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Argyle	128	$915,283	$7,150	$434 61	$3,259 20	$1,807 86	$5,501 17	$1,321 52	$441 86	$645 98	$7,910 53
Cambridge	94	976,932	10,392	460 04	1,778 34	1,244 84	3,483 22	726 82	276 66	461 96	4,948 66
Dresden	55	224,205	4,076	47 65	1,846 79	1,375 00	3,269 44	486 78	72 30	241 79	4,070 81
Easton	119	1,506,051	12,656	483 82	3,195 77	1,917 46	5,546 55	1,088 41	374 43	775 03	7,784 42
Fort Ann	119	827,998	6,957	224 67	3,703 60	2,703 24	6,631 51	1,080 88	270 02	518 07	8,500 48
Fort Edward	56	708,641	12,654	437 72	4,388 35	1,400 00	6,226 07	1,231 51	128 07	596 29	8,181 94
Granville	111	1,167,432	10,517	381 64	2,800 00	1,540 00	4,721 64	675 00	282 50	140 20	5,819 34
Greenwich	115	1,489,526	12,952	135 01	3,000 00	1,800 00	4,935 01	3,112 50	255 42	391 45	8,694 38
Hampton	38	360,225	9,479	333 49	1,406 65	564 66	2,304 80	253 63	52 58	100 00	2,711 01
Hartford	97	649,781	6,698	421 44	2,000 00	1,800 00	4,221 44	699 26	85 07	256 48	5,262 25
Hebron	122	933,942	7,655	285 84	2,100 00	1,680 00	4,065 84	397 43	100 00	210 31	4,773 58
Jackson	88	797,521	9,062	141 06	1,600 00	1,120 00	2,861 06	1,355 05	150 00	200 00	4,566 11
Kingsbury	76	730,653	9,613	83 24	4,075 00	1,900 00	6,058 24	291 39	617 91	525 20	7,492 74
Putnam	47	344,835	7,336	85 94	933 31	746 65	1,765 90	98 66	54 63	190 02	2,109 21
Salem	112	795,802	7,105	16 04	2,287 13	1,746 28	4,049 45	910 09	107 59	85 00	5,152 13
White Creek	83	684,675	8,249	824 43	1,521 97	1,217 58	3,563 98	2,450 05	579 02	703 26	7,296 31
Whitehall	73	601,750	8,243	994 19	2,111 10	1,680 00	4,785 29	637 89	101 28	445 60	5,970 06
Total	1,533	.....	.....	$5,740 33	$42,007 21	$26,243 07	$73,990 61	$16,816 87	$3,949 34	$6,486 64	$101,243 46

WAYNE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Arcadia	136	$1,962,132	$14,427	$1,133 42	$8,257 47	$3,400 00	$12,790 89	$3,413 90	$815 87	$862 28	$17,882 94
Butler	89	830,373	9,330	245 66	3,180 00	2,225 00	5,650 66	809 84	555 65	507 00	7,522 95
Galen	131	2,288,682	17,516	918 57	5,000 00	2,500 00	8,418 57	650 00	357 50	521 88	9,947 95
Huron	80	903,299	11,291	67 79	3,334 00	2,000 00	5,401 79	794 47	211 15	1,239 98	7,647 39
Lyons	91	1,239,776	13,623	191 76	6,044 19	2,275 00	8,510 95	1,091 96	419 06	800 00	10,821 97
Macedon	80	1,955,696	24,446	137 32	4,051 42	2,000 00	6,188 74	513 18	333 15	478 43	7,513 50
Marion	70	1,198,570	17,122	.....	4,176 52	1,750 00	5,926 52	706 56	200 00	503 41	7,336 49
Ontario	60	1,272,746	21,212	.....	4,719 15	1,500 00	6,219 15	678 62	387 53	894 08	8,179 38
Palmyra	80	1,965,966	24,574	1,364 46	4,000 00	2,000 00	7,364 46	732 69	404 02	1,065 01	9,566 18
Rose	71	1,102,021	15,521	32 09	3,550 00	1,775 00	5,357 09	121 77	404 27	319 77	6,202 90
Savannah	74	1,022,841	13,822	302 70	3,250 00	1,625 00	5,177 70	352 50	228 00	500 00	6,258 20
Sodus	152	2,800,224	18,422	703 23	11,600 00	3,800 00	16,103 23	1,500 00	508 33	1,000 00	19,111 56
Walworth	71	1,144,931	16,125	15 50	3,850 00	1,775 00	5,640 50	665 48	628 41	595 26	7,529 65
Williamson	71	1,630,876	22,970	.....	6,471 24	1,775 00	8,246 24	1,200 00	1,000 00	500 00	10,946 24
Wolcott	92	604,674	6,572	1,303 15	2,911 60	2,300 00	6,514 75	2,727 66	439 12	1,066 39	10,747 92
Total	1,348	.....	.....	$6,415 65	$74,395 59	$32,700 00	$113,511 24	$15,958 43	$6,892 06	$10,853 49	$147,215 22

WESTCHESTER COUNTY

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Bedford	103	$6,740,935	$65,445	$7,008 73	$20,143 25	$6,740 94	$33,892 92	$2,317 80	$897 05	$1,045 12	$38,152 89
Cortlandt	88	7,603,250	86,400	2,612 01	25,243 09	7,603 25	35,458 35	877 39	882 40	811 73	38,029 87
Eastchester	14	3,370,418	270,744	628 41	7,205 28	3,370 42	11,204 11	*130 99	460 21	476 51	12,459 87
Greenburg	58	6,442,978	111,085	34,742 19	15,254 56	6,442 98	56,439 73	613 22	150 00	683 25	57,886 20
Harrison	73	6,911,793	94,682	809 22	27,189 62	6,911 79	34,910 63	829 87	165 60	362 50	36,268 60
Lewisboro	65	1,575,630	24,240	23 90	3,008 69	1,450 00	4,482 59	310 73	122 43	455 28	5,371 03
Mamaroneck	9	2,318,297	257,588	667 00	5,000 00	2,318 30	7,985 30	478 52	240 66	429 81	9,134 29
Mount Pleasant	66	6,046,481	91,613	890 34	6,000 00	3,000 00	9,890 34	1,424 00	194 48	400 00	11,908 82
New Castle	62	3,224,993	52,016	118,955 26	10,125 00	3,000 00	132,080 26	4,354 13	309 11	866 30	137,609 80
North Castle	55	2,245,070	40,819	1,361 21	2,579 00	1,250 00	5,190 21	80 85	94 52	288 34	5,653 92
North Salem	52	2,338,890	44,978	903 04	2,000 00	1,000 00	3,903 04	457 46	91 73	179 10	4,631 33
Ossining	14	954,417	68,172	426 92	6,775 00	954 41	8,156 33	900 00	178 18	543 20	9,777 71
Pelham	2	659,037	329,518	149 51	1,500 00	659 04	2,308 55	.....	.....	.....	2,308 55
Poundridge	51	492,313	9,653	5 34	1,500 00	1,050 00	2,555 34	117 78	46 37	167 96	2,887 45
Rye	11	1,362,123	123,829	1,726 08	6,502 75	1,362 12	9,590 95	476 04	553 77	164 92	10,785 68
Scarsdale	20	5,452,361	272,618	4,006 05	18,551 42	5,452 36	28,009 83	1,213 30	349 44	885 09	30,457 66
Somers	57	1,764,980	30,964	825 57	2,517 53	1,250 00	4,593 10	481 82	180 00	451 58	5,706 50
White Plains	18	3,900,549	216,697	40 97	6,000 00	3,000 00	9,040 97	100 00	526 25	435 00	10,102 22
Yorktown	90	1,976,947	21,966	1,708 93	5,648 78	2,250 00	9,607 71	352 55	200 00	155 76	10,316 02
Total	908	.....	.....	$177,490 68	$172,743 97	$59,065 61	$409,300 26	$15,704 50	$5,642 20	$8,801 45	$439,448 41

* Deficit, $188.05.

WYOMING COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Arcade	66	$658,904	$9,983	$310 05	$2,000 00	$1,400 00	$3,710 05	$8,475 71	$373 30	$657 38	$13,216 44
Attica	64	712,493	11,132	224 35	2,285 00	1,371 00	3,880 35	2,191 95	224 73	989 33	7,286 36
Bennington	99	1,006,801	10,169	719 11	3,500 00	2,450 00	6,669 11	2,498 85	361 32	1,200 00	10,729 28
Castile	79	1,247,505	15,790	629 82	2,800 00	1,400 00	4,829 82	663 03	304 13	761 85	6,558 83
Covington	58	810,628	13,976	.....	2,400 00	1,200 00	3,600 00	820 17	119 21	407 90	4,947 28
Eagle	56	667,514	11,919	124 47	2,010 10	1,200 00	3,334 57	1,007 10	130 98	683 87	5,156 52
Gainsville	63	949,353	15,069	58 25	2,400 00	1,200 00	3,658 25	1,079 48	434 16	574 18	5,746 07
Genesee Falls	33	479,303	14,524	90 55	1,300 00	650 00	2,040 55	432 63	69 34	596 00	3,138 52
Java	79	1,001,991	12,683	36 00	2,000 00	1,200 00	3,236 00	2,010 86	250 00	313 72	5,810 58
Middlebury	73	1,199,070	16,425	123 20	3,150 00	1,500 00	4,773 20	2,661 28	311 63	1,007 00	8,753 11
Orangeville	67	573,765	8,563	215 62	1,800 00	1,440 00	3,455 62	1,415 33	143 96	431 15	5,446 06
Perry	76	846,793	11,142	864 50	2,800 00	1,680 00	5,344 50	470 00	285 13	1,385 81	7,485 44
Pike	52	656,379	12,622	17 00	2,020 00	1,200 00	3,237 00	1,197 80	100 61	1,204 99	5,740 40
Sheldon	81	976,936	12,060	13 97	3,200 00	1,920 00	5,133 97	1,550 00	256 00	397 24	7,337 21
Warsaw	62	772,046	12,452	366 53	2,500 00	1,500 00	4,366 53	2,380 01	432 57	601 44	7,780 55
Wethersfield	61	647,433	10,613	88 35	1,700 00	1,190 00	2,978 35	454 88	300 00	391 62	4,124 85
Total	1,069	.....	.....	$3,881 77	$37,865 10	$22,501 00	$64,247 87	$29,309 08	$4,097 07	$11,603 48	$109,257 50

YATES COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Barrington	85	$579,141	$6,813	$214 26	$1,800 00	$1,620 00	$3,634 26	$1,098 75	$222 02	$532 13	$5,487 16
Benton	92	1,629,547	17,712	294 59	3,600 00	1,800 00	5,694 59	672 05	564 49	867 84	7,798 97
Italy	80	389,301	4,866	88 98	1,800 00	1,800 00	3,688 98	983 69	108 98	184 20	4,915 85
Jerusalem	150	1,688,688	11,257	1,051 15	4,658 14	2,700 00	8,409 29	412 15	283 25	563 31	9,668 00
Middlesex	69	691,035	10,015	691 27	2,000 00	1,400 00	4,091 27	256 33	218 48	187 43	4,753 51
Milo	83	1,445,499	17,415	231 84	3,000 00	1,500 00	4,731 84	2,237 48	435 31	725 93	8,130 56
Potter	79	791,188	10,015	33 41	2,018 90	1,400 00	3,452 31	484 40	231 82	322 07	4,490 60
Starkey	81	1,247,759	15,404	187 91	2,929 83	1,350 00	4,467 74	1,631 32	549 23	847 95	7,496 24
Torrey	50	761,777	15,235	240 17	1,600 00	775 00	2,615 17	400 09	101 72	191 10	3,308 08
Total	769	.....	.....	$2,983 58	$23,406 87	$14,345 00	$40,735 45	$8,176 26	$2,715 30	$4,421 96	$56,048 97

SUMMARY.

COUNTY.	Number of miles of highways.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Albany	1,098	$4,322 03	$40,824 30	$24,454 00	$69,600 33	$23,810 85	$3,028 36	$8,672 53	$105,112 07
Broome	1,437	5,311 62	33,139 53	27,955 98	66,407 13	29,551 92	5,004 76	4,677 31	105,641 12
Allegany	1,894	10,573 19	68,926 56	39,870 00	119,369 75	48,626 71	9,831 55	13,002 67	190,830 68
Cattaraugus	1,978	14,686 99	63,739 47	33,529 69	111,956 15	61,508 63	6,983 45	8,427 24	188,875 47
Cayuga	1,490	6,673 73	51,821 60	27,990 00	86,485 33	13,755 40	6,025 21	10,502 50	116,768 44
Chautauqua	1,950	7,233 50	62,629 71	37,794 50	107,657 71	65,766 14	9,054 48	10,677 59	193,155 92
Chemung	875	3,069 79	25,523 90	14,870 00	43,463 69	16,716 65	2,240 54	4,923 22	67,344 10
Chenango	1,746	4,665 76	44,767 80	32,187 83	81,621 39	17,295 89	5,758 13	3,588 79	108,264 20
Clinton	1,384	6,234 80	31,909 34	25,104 00	63,248 14	17,682 54	3,286 92	11,210 72	95,428 32
Columbia	1,379	9,541 00	44,163 05	27,365 84	81,069 89	23,556 87	5,082 06	7,198 18	116,907 00
Cortland	1,037	5,835 53	21,072 43	16,575 05	43,483 01	12,833 86	2,869 77	3,478 51	62,665 15
Delaware	2,358	8,321 57	65,173 93	49,796 89	123,292 39	26,305 11	8,247 42	10,578 21	168,423 13
Dutchess	1,617	8,252 21	89,389 62	36,367 50	134,009 33	23,427 65	7,374 31	12,955 62	177,766 91
Erie	1,883	28,487 20	100,721 90	48,773 81	177,982 91	60,067 08	7,971 82	12,265 43	258,287 24
Essex	1,306	7,116 82	48,370 16	28,272 13	83,759 11	28,370 37	6,142 53	21,983 54	140,255 55
Franklin	1,367	4,864 67	57,652 06	29,385 14	91,901 87	25,601 75	7,126 05	19,169 07	143,798 74
Fulton	767	1,508 46	19,741 17	13,815 00	35,064 63	12,491 39	2,849 19	5,718 91	56,124 12
Genesee	920	7,154 36	46,089 40	22,025 00	75,268 76	17,530 78	6,153 33	9,525 74	108,478 61
Greene	1,062	4,235 51	63,281 59	19,445 00	86,962 10	12,366 18	3,013 54	4,477 38	106,819 20
Hamilton	444	2,129 71	23,745 68	10,871 81	36,747 20	9,975 10	3,022 19	7,673 33	57,417 82
Herkimer	1,454	5,928 41	54,991 72	28,486 25	89,406 38	30,474 97	7,165 29	13,165 87	140,212 51
Jefferson	2,204	10,052 69	67,337 65	41,262 07	118,652 41	27,523 21	9,485 70	12,748 61	168,409 93
Lewis	1,448	2,615 12	44,886 19	34,642 44	82,143 75	22,583 82	8,320 02	23,779 22	136,826 81
Livingston	1,285	10,662 26	49,936 58	26,775 89	87,374 73	36,645 06	7,438 28	15,068 93	146,527 00
Madison	1,423	8,820 65	49,440 06	29,889 57	88,150 28	23,966 63	7,434 68	5,611 37	125,162 96
Monroe	1,368	13,084 53	86,587 46	38,185 26	137,857 25	20,083 99	8,053 75	15,794 23	181,789 22
Montgomery	849	7,581 65	28,449 49	15,092 47	51,123 61	15,623 56	3,938 64	11,552 86	82,238 67
Nassau	1,491	13,422 72	106,618 48	41,750 00	161,791 20	9,573 75	4,009 02	10,341 11	185,715 08
Niagara	934	7,911 17	47,019 92	21,200 00	76,131 09	17,317 14	6,330 36	6,758 57	106,537 16
Oneida	2,317	12,324 54	66,499 28	47,193 30	126,017 12	32,933 03	7,816 77	12,004 50	178,771 42
Onondaga	1,635	15,840 79	71,179 89	34,979 14	111,999 82	64,234 65	11,310 31	7,814 31	195,359 09
Ontario	1,348	12,721 59	62,678 90	29,605 00	105,005 49	18,173 56	9,573 82	10,261 32	143,014 19
Orange	1,595	13,145 24	85,258 84	39,446 22	137,850 30	22,683 12	5,238 17	7,406 76	173,178 35
Orleans	720	2,962 16	36,523 48	17,074 86	56,560 50	16,624 75	7,566 87	6,033 95	86,786 07

SUMMARY — (*Concluded*).

COUNTY.	Number of miles of highways.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1913.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Total amount received for all highway purposes.
Oswego	1,714	$8,775 24	$45,301 76	$35,105 13	$89,182 13	$41,511 00	$6,438 98	$11,288 87	$148,420 98
Otsego	2,153	8,071 61	47,853 06	35,867 80	91,792 47	22,287 60	7,210 86	6,705 45	127,996 38
Putnam	509	3,422 28	20,712 11	11,265 00	35,399 39	10,537 79	978 52	1,785 29	48,700 99
Rensselaer	1,291	3,566 81	34,913 41	19,778 46	58,258 68	21,099 61	3,304 60	4,076 43	86,739 32
Rockland	371	4,527 44	35,679 88	13,830 22	54,037 54	11,140 24	1,179 29	4,528 19	70,885 26
St. Lawrence	3,101	16,927 93	122,780 71	66,988 74	206,697 38	63,226 77	18,749 63	21,419 03	310,092 81
Saratoga	1,521	7,356 32	51,274 88	28,164 41	86,795 61	19,053 96	4,589 46	8,921 16	119,360 19
Schenectady	412	1,072 74	14,550 75	8,280 00	23,903 49	5,999 80	1,857 92	3,623 71	35,384 92
Schoharie	1,259	5,813 83	31,694 52	22,015 22	59,523 57	21,729 49	5,005 42	7,607 44	93,865 92
Schuyler	762	2,551 60	16,421 85	12,198 66	31,172 11	10,019 01	1,645 96	2,177 90	45,014 98
Seneca	704	1,457 45	26,065 40	12,550 00	40,072 85	8,234 85	3,255 46	3,329 77	54,892 93
Steuben	3,094	15,009 62	80,700 86	59,472 63	155,183 11	50,264 35	11,473 30	22,210 28	239,131 04
Suffolk	1,953	27,205 22	305,541 98	83,817 54	416,564 74	21,047 04	11,031 89	19,170 20	467,813 87
Sullivan	1,844	4,000 08	59,594 48	42,843 50	106,438 06	21,196 07	6,503 78	7,878 21	142,016 12
Tioga	1,067	2,163 59	32,440 58	21,126 71	55,730 88	21,851 54	2,778 39	4,612 14	84,972 95
Tompkins	1,091	5,247 08	29,060 22	18,245 27	52,552 57	13,962 16	2,752 44	2,586 55	71,853 72
Ulster	1,848	10,037 31	61,792 48	40,590 00	112,419 79	22,089 49	4,058 74	4,841 17	143,409 19
Warren	1,010	3,299 38	28,148 33	20,845 00	52,292 71	22,009 98	2,475 24	6,439 95	83,217 88
Washington	1,533	5,740 33	42,007 21	26,243 07	73,990 61	16,816 87	3,949 34	6,486 64	101,243 46
Wayne	1,348	6,415 65	74,395 59	32,700 00	113,511 24	15,958 43	6,892 06	10,853 49	147,215 22
Westchester	908	177,490 68	172,743 97	59,065 61	409,300 26	15,704 50	5,642 20	8,801 45	439,448 41
Wyoming	1,069	3,881 77	37,865 10	22,501 00	64,247 87	29,309 08	4,097 07	11,603 48	109,257 50
Yates	769	2,983 58	23,406 87	14,345 00	40,735 45	8,176 26	2,715 30	4,421 96	56,048 97
Totals	79,394	$604,309 51	$3,255,037 14	$1,719,870 61	$5,579,217 26	$1,398,908 00	$333,333 14	$534,416 86	$7,845,875 26

REPORT OF THE AUDITOR SHOWING EXPENDITURES FOR ALL PURPOSES.

Hon. JOHN N. CARLISLE, *Commissioner:*

The following is a statement in detail of all funds paid out by this Department both on account of construction and maintenance and repair, and for all other purposes coming within the authority of this Commission, for the year ending December 31, 1913.

The statement is not only itemized but payments made from distinctive appropriations have been kept separate so that the unexpended balance of such appropriations are easily ascertained.

The total payment made to contractors on account of construction during the year is $12,257,000, or an increase of approximately $3,000,000 over any other year since the organization of the Department, and would clearly indicate that the year 1913 has been a distinctively constructive period.

The year 1913 is also marked in the history of the Department as it has witnessed the complete obligation of the first fifty million authorized bond issue for highway construction and the beginning upon the second fifty million bond issue for the same purpose.

The records show that on January 1, 1914, there remained a total unexpended balance in all of the appropriations made from the first fifty million bonds issue of $9,049,771.33 all of which unexpended balance is practically obligated by existing contracts.

The Legislature of 1913 made the first appropriation of $5,000,000 from the second fifty million bond issue for highway construction. On January 1, 1914, there remained an unexpended balance in this appropriation of $4,509,405.18 of which $880,995.74 was obligated by existing contracts, leaving an unexpended and unobligated balance of $3,628,409.44 of this appropriation, and a total unobligated balance of the second fifty million

bond issue of $48,628,409.44, which is available for highway construction after January 1, 1914, as provided by the second referendum or bond issue, within the several counties of the State.

S. D. GILBERT,
Auditor.

The following table shows payments for salaries, traveling expenses, and office expenses in the administrative offices for year ending December 31, 1913:

1913.	Salaries.	Traveling expenses.	Office expenses and mdse. bills.
January	$9,826 78	$761 20	$2,452 09
February	10,723 01	747 15	1,915 05
March	8,622 50	756 43	1,492 38
April	8,553 82	984 59	1,797 59
May	10,373 72	1,195 17	1,144 83
June	17,740 56	1,028 26	503 55
July	16,639 61	1,348 53	43 19
August	19,647 16	1,330 75	2 74
September	21,133 97	1,740 92	3 67
October	13,234 96	1,894 58	2,802 34
November	21,983 65	1,573 60	1,272 86
December	14,382 09	1,035 42	1,649 27
	$172,861 83	$14,396 60	$15,079 56

Summary.

Salaries	$172,861 83
Traveling expenses	14,396 60
Office expenses and merchandise bills	15,079 56
Total	$202,337 99

The following tables show payments for salaries and traveling expenses in each of the six divisions from December 31, 1912 to December 1, 1913.

Division No. 1.

1913.	Salaries.	Traveling expenses.	Total.
January	$7,993 75	$2,754 02	$10,747 77
February	7,599 25	2,098 66	9,697 91
March	7,858 00	3,061 58	10,919 58
April	7,919 00	2,586 16	10,505 16
May	8,053 75	1,591 54	9,645 29
June	9,184 00	3,212 96	12,396 96
July	10,358 50	2,618 42	12,976 92
August	11,378 72	2,087 61	13,466 33
September	10,478 50	1,877 20	12,355 70
October	10,317 75	2,113 51	12,431 26
November	8,266 58	2,169 15	10,435 73
	$99,407 80	$26,170 81	$125,578 61

Division No. 2.

January	$16,140 00	$4,745 25	$20,885 25
February	14,272 00	4,242 78	18,514 78
March	15,387 00	2,941 67	18,328 67
April	15,126 50	3,164 17	18,290 67
May	15,353 00	2,966 94	18,319 94
June	16,083 75	3,005 20	19,088 95
July	18,773 00	2,868 69	21,641 69
August	18,617 54	3,238 80	21,856 34
September	16,317 50	3,088 04	19,405 54
October	15,002 00	2,244 75	17,246 75
November	14,615 50	2,355 50	16,971 00
	$175,687 79	$34,861 79	$210,549 58

Division No. 3.

1913.	Salaries.	Traveling expenses.	Total.
January	$11,528 00	$3,171 53	$14,699 53
February	10,899 00	2,952 28	13,851 28
March	11,842 50	3,022 68	14,865 18
April	11,027 00	2,313 49	13,340 49
May	10,720 21	1,538 55	12,258 76
June	10,291 25	2,285 02	12,576 27
July	15,123 00	2,678 74	17,801 74
August	15,332 76	2,835 47	18,168 23
September	14,575 00	1,856 38	16,431 38
October	14,182 33	2,583 98	16,766 31
November	13,174 00	1,925 41	15,099 41
	$138,695 05	$27,163 53	$165,858 58

Division No. 4.

January	$14,102 81	$2,725 01	$16,827 82
February	12,418 33	1,953 11	14,371 44
March	13,429 33	2,063 66	15,492 99
April	13,450 33	2,519 20	15,969 53
May	13,354 83	1,741 69	15,096 52
June	11,772 83	1,964 25	13,737 08
July	13,172 83	2,309 73	15,482 56
August	13,230 83	2,608 91	15,839 74
September	13,326 33	2,172 95	15,499 28
October	13,576 83	2,146 53	15,723 36
November	12,101 33	1,639 14	13,740 47
	$143,936 61	$23,844 18	$167,780 79

Division No. 5.

1913.	Salaries.	Traveling expenses	Total.
January	$13,571 58	$1,980 32	$15,551 90
February	12,300 83	2,207 16	14,507 99
March	13,268 62	2,269 05	15,537 67
April	13,025 83	2,599 49	15,625 32
May	13,643 33	1,944 74	15,588 07
June	12,578 83	2,246 64	14,825 47
July	15,078 08	2,013 01	17,091 09
August	16,004 29	2,005 14	18,009 43
September	16,020 33	2,006 76	18,027 09
October	15,412 83	2,030 51	17,443 34
November	11,982 33	1,765 96	13,748 29
	$152,886 88	$23,068 78	$175,955 66

Division No. 6.

January	$10,718 56	$2,224 28	$12,942 84
February	9,786 33	1,381 31	11,167 64
March	10,611 84	1,320 65	11,932 49
April	10,840 33	1,247 69	12,088 02
May	10,846 68	1,790 10	12,636 78
June	11,494 33	1,846 17	13,340 50
July	13,768 34	1,743 96	15,512 30
August	13,542 33	1,972 17	15,514 50
September	13,153 83	1,700 66	14,854 49
October	13,596 83	1,586 74	15,183 57
November	12,495 83	1,797 46	14,293 29
	$130,855 23	$18,611 19	$149,466 42

Summary.

1913	Salaries.	Traveling expenses.	Total.
Division No. 1..	$99,407 80	$26,170 81	$125,578 61
Division No. 2..	175,687 79	34,861 79	210,549 58
Division No. 3..	138,695 05	27,163 53	165,858 58
Division No. 4..	143,936 61	23,844 18	167,780 79
Division No. 5..	152,886 88	23,068 78	175,955 66
Division No. 6..	130,855 23	18,611 19	149,466 42
	$841,469 36	$153,720 27	$995,189 64

The following tables show payments for salaries and traveling expenses in each of the nine divisions for the period December 1, 1913, to December 31, 1913:

Division No. 1.

1913.	Salaries.	Traveling expenses	Total
December	$8,378 24	$1,325 63	$9,703 87

Division No. 2.

December	$14,084 16	$1,672 13	$15,756 29

Division No. 3.

December	$11,691 91	$2,429 53	$14,121 44

Division No. 4.

December	$2,446 69	$158 84	$2,605 53

Division No. 5.

December	$7,053 33	$672 44	$7,725 77

Division No. 6.

1913.	Salaries.	Traveling expenses.	Total.
December	$6,527 83	$410 87	$6,938 70

Division No. 7.

December	$4,994 20	$227 41	$5,221 61

Division No. 8.

December	$9,631 00	$1,402 60	$11,033 60

Division No. 9.

December	$5,238 90	$677 38	$5,916 28

Summary.

1913.	Salaries.	Traveling expenses.	Total.
Division No. 1.....	$8,378 24	$1,325 63	$9,703 87
Division No. 2.....	14,084 16	1,672 13	15,756 29
Division No. 3.....	11,691 91	2,429 53	14,121 44
Division No. 4.....	2,446 69	158 84	2,605 53
Division No. 5.....	7,053 33	672 44	7,725 77
Division No. 6.....	6,527 83	410 87	6,938 70
Division No. 7.....	4,994 20	227 41	5,221 61
Division No. 8.....	9,631 00	1,402 60	11,033 60
Division No. 9.....	5,238 90	677 38	5,916 28
	$70,046 26	$8,976 83	$79,023 09

The following table shows expenditures for rents, printing, merchandise bills and supplies for year ending December 31, 1913:

1913	Amount.
January	$2,846 25
February	2,810 58
March	6,523 78
April	4,208 56
May	4,173 61
June	6,508 61
July	13,139 85
August	5,303 48
September	6,298 40
October	5,567 71
November	7,325 42
December	6,821 24
	$71,527 49

The following table shows payments for salaries and traveling expenses in the Bureau of the Chief Engineer for the year ending December 31, 1913:

Chief Engineer.

1913.	Salaries.	Traveling expenses.	Total.
January	$4,546 50	$93 37	$4,639 87
February	4,147 50	71 49	4,218 99
March	4,386 50	351 55	4,738 05
April	4,190 50	438 73	4,629 23
	$17,271 00	$955 14	$18,226 14

The following table shows payments for salaries and traveling expenses in the Bureau of the First Deputy for the year ending December 31, 1913:

First Deputy.

1913.	Salaries.	Traveling expenses.	Total.
May	$4,509 40	$491 71	$5,001 11
June	4,693 50	745 35	5,438 85
July	5,822 29	738 13	6,560 42
August	7,191 55	638 49	7,830 04
September	6,722 50	1,011 74	7,734 24
October	8,149 75	1,233 42	9,383 17
November	7,424 75	1,401 64	8,826 39
December	6,958 56	1,189 05	8,147 61
	$51,472 30	$7,449 53	$58,921 83

Summary.

1913.	Salaries.	Traveling expenses.	Total.
Chief Engineer	$17,271 00	$955 14	$18,226 14
First Deputy	51,472 30	7,499 53	58,921 83
	$68,743 30	$8,404 67	$77,147 97

The following table shows payments to contractors for construction work under contract during year ending December 31, 1913:

1913.	State funds.	County funds.	Village funds.	Total.
January	$409,230 80	$98,133 89	$30,569 81	$537,934 50
February	225,818 77	75,431 99	42,725 87	343,976 63
March	210,260 19	44,322 83	15,932 74	270,515 76
April	188,766 11	37,518 84	11,327 48	237,612 43
May	494,008 93	82,686 82	40,359 41	617,055 16
June	1,217,799 60	190,861 41	120,013 10	1,528,674 11
July	1,599,029 60	240,923 49	121,964 07	1,961,917 16
August	2,268,441 70	245,027 00	202,609 57	2,716,078 27
September	954,487 42	92,584 02	81,254 56	1,128,326 00
October	1,370,680 27	193,620 41	91,699 47	1,656,000 15
November	681,861 03	117,542 63	77,692 64	877,096 30
December	317,955 52	36,154 03	27,705 31	381,814 86
	$9,938,339 94	$1,454,807 36	$863,854 03	$12,257,001 33

The following table shows payments account of advertising for proposals for construction of roads; also hearings on grade crossings, for year ending December 31, 1913:

1913.	Amount.
February	$6 13
September	2,141 79
October	649 39
	$2,797 31

The following table shows payments account of right of way, for year ending December 31, 1913:

1913.	Amount.
January	$100 00
September	5 00
October	125 00
November	45 00
	$275 00

The following table shows payments account of grade crossing elimination, for year ending December 31, 1913:

1913.	Amount.
February	$19 23
March	1,163 39
April	255 05
May	956 75
July	852 63
August	10,692 23
September	27 50
October	3,401 00
November	481 11
	$17,848 89

The following table shows payments for salaries, traveling expenses and office expenses in the bureau of town highways, for year ending December 31, 1913:

1913	Salaries	Traveling Expenses	Office expenses, Furniture and Mdse. Bills.
Janary	$3,619 26	$681 62	$4,218 09
February	2,567 87	1,154 34	16 67
March	2,566 87	1,004 19	214 06
April	2,566 76	991 29	459 92
May	2,575 37	953 35	326 90
June	2,558 26	1,024 95	278 31
July	2,575 26	1,090 63	28 22
August	2,566 87	976 78	1,185 25
September	2,566 76	982 26	29 53
October	2,628 76	897 35	614 56
November	2,620 76	683 17	421 52
December	2,628 76	722 59	81 66
	$32,041 56	$11,162 52	$7,874 69

Summary

Salaries	$32,041 56
Traveling expenses	11,162 52
Office expenses, furniture and mdse. bills	7,874 69
Total	$51,078 77

The following table shows payments for salaries, traveling expenses and office expenses in the bureau of maintenance and repair for year ending December 31, 1913:

1913	Salaries	Traveling Expenses	Office expenses, Furniture and Mdse. Bills.
January	$4,948 17	$1,519 42	$358 47
February	4,666 89	466 73	15 62
March	5,054 67	368 14	72 16
April	4,953 67	830 21	22 20
May	3,362 53	593 74	177 24
June	3,328 17	859 08	153 20
July	3,975 40	1,588 10	929 29
August	3,733 25	1,833 59	.....
September	4,195 11	1,643 43	.....
October	4,146 48	2,949 74	61 33
November	4,040 76	1,600 73	84 75
December	3,660 82	614 46	92 97
	$50,065 92	$14,867 37	$1,967 23

Summary

Salaries	$50,065 92
Traveling expenses	14,867 37
Office expenses, furniture and mdse. bills	1,967 23
Total	$66,900 52

The following table shows the total expenditures of State and county funds for the maintenance and repair of improved highways, including material furnished and work performed, also by patrol system, for the year ending December 31, 1913:

1913	Paid by check	Paid by county draft
January	$94,441 29	$289,112 30
February	31,163 90	97,937 31
March	22,436 33	7,351 92
April	1,259 81	17,424 72
May	1,630 44	16,992 15
June	.....	45,887 56
July	.....	58,681 52
August	.....	144,339 45
September	.....	122,500 73
October	.....	305,295 79
November	.....	274,345 88
December	.....	309,779 81
	$150,931 77	$1,689,649 14

Summary

Paid by check	$150,931 77
Paid by county draft	1,689,649 14
Total	$1,840,580 91

The following table shows the total expenditures under chapter 811, Laws of 1911, for constructing a bridge in the Allegany Indian Reservation across the Allegany river in the village of Salamanca, for the year ending December 31, 1913:

1913	Amount.
January	$191 35
February	206 76
March	14,455 75
April	7,488 23

1913	Amount.
May	$435 85
June	16,912 87
July	4,264 30
August	46 00
October	6,814 02
Total	$50,815 13

The following table shows the total expenditures under chapter 512, Laws of 1911, for raising and improving the highway leading from the Cattaraugus Indian reservation to the village of Irving, for the year ending December 31, 1913:

1813	Amount.
May	$286 00

The following table shows the total expenditures under chapter 518, Laws of 1912, for the rebuilding of a bridge across South Bay in the county of Washington, for the year ending December 31, 1913:

1913	Amount.
February	$158 16
April	373 85
May	238 55
June	1,435 27
July	2,486 30
August	10,518 15
September	5,069 70
October	2,921 65
November	3,826 02
December	5,006 86
Total	$32,034 51

The following table shows the total expenditures under chapter 547, Laws of 1912, for completing roads Nos. 695 and 697, Cattaraugus county, for the year ending December 31, 1913:

1913	Amount
May	$4,496 62

The following table shows the total expenditures under chapter 547, Laws of 1912, for the repairs to highway between Sevey and Cranberry Lake, St. Lawrence county, for the year ending December 31, 1913:

1913	Amount.
February	$166 37
August	822 00
October	1,347 00
	$2,335 37

The following table shows the total expenditures under chapter 295, Laws of 1913, for the construction of a boulevard and viaduct in the county of Albany, connecting State Route Three, trunk line (the so-called "stone road"), in the town of Bethlehem, in said county, with Delaware avenue in the city of Albany, for the year ending December 31, 1913:

1913	Amount.
June	$45 69
July	662 75
August	217 00
September	145 70
October	269 66
November	157 70
December	328 50
	$1,827 00

The following table shows the total expenditures under chapter 784, Laws of 1913, for establishing a new State route in the county of Greene, known as Route 5-C, for the year ending December 31, 1913:

1913	Amount.
July	$90 36
August	1,150 49
September	1,125 49
October	395 35
November	281 00
December	121 50
	$3,164 19

The following table shows the total expenditures under chapter 786, Laws of 1913, for new State routes in the counties of Essex and Warren, for the year ending December 31, 1913:

1913	Amount.
September	$283 05
October	1,510 04
November	1,626 72
December	2,034 00
Total	$5,453 81

The following table shows payments of Comptroller's office expense charged to the Commission of Highways for year ending December 31, 1913:

Clerk hire	$3,550 02
Quayle & Sons for bond paper	1,573 90
Quayle & Sons for bond paper	759 63
Quayle & Sons for printing bonds	3,500 00
Quayle & Sons for printing bonds	1,000 00
Quayle & Sons for printing bonds	600 00

1913	Amount.
Quayle & Sons for printing bonds	$2,080 25
Quayle & Sons new plates for bonds	1,550 00
Quayle & Sons new plates for bonds	3,290 00
Transfer office rent	1,000 00
Transfer office rent	1,000 00
Transfer office rent	1,000 00
Total	$20,903 80

RECAPITULATION

For salaries, traveling expenses and office expenses in administrative offices	$202,337 99
For salaries and traveling expenses in the six divisions from December 31, 1912, to December 1, 1913	995,189 64
For salaries and traveling expenses in the nine divisions from December 1, 1913 to December 31, 1913	79,023 09
For rents, printing, merchandise bill and supplies.	71,527 49
For salaries and traveling expenses in the bureaus of the chief engineer and first deputy	77,147 97
For payments to contractors for construction of roads	12,257,001 33
For advertising for proposals	2,797 31
For right of way	275 00
For the elimination of grade crossings	17,848 89
For salaries, traveling expenses and office expenses in the bureau of town highways	51,078 77
For salaries, traveling expenses and office expenses in the bureau of maintenance and repair	66,900 52
For payments for the maintenance and repair of improved highways, including material furnished and work performed, also by patrol system	1,840,580 91
For payments under chapter 512, Laws of 1911 for raising and improving the highway leading from the Cattaraugus Indian reservation to the village of Irving	286 00

For payments under chapter 811, Laws of 1911 for constructing a bridge in the Allegany Indian reservation across the Allegany river in the village of Salamanca	$50,815 13
For payments under chapter 518, Laws of 1912, for the rebuilding of a bridge across South Bay in the county of Washington	32,034 51
For payments under chapter 547, Laws of 1912, for completing Roads Nos. 695 and 697, Cattaraugus county	4,496 62
For payments under chapter 547, Laws of 1912, for the repairs to highway between Sevey and Cranberry Lake, St. Lawrence county	2,335 37
For payments under chapter 295, Laws of 1913, for the construction of a boulevard and viaduct in the county of Albany, connecting State Route Three, trunk line (the so-called "stone road") in the town of Bethlehem, in said county, with Delaware avenue in the city of Albany	1,827 00
For payments under chapter 784, Laws of 1913, for establishing a new State route in the county of Greene known as Route 5-C	3,164 19
For payments under chapter 786, Laws of 1913, for new State routes in the counties of Essex and Warren	5,453 81
For payments of Comptroller's office expenses charged to the Commission of Highways	20,903 80
Grand total	$15,783,025 34

The following permits have been issued by the State Commission of Highways, under section 146, chapter 30, Laws of 1909, authorizing the performance of various work on State or county highways, which have been, or may hereafter be, improved by State aid:

PERMIT NO.	Date of approval.	Date of permit.	Issued to.	Road No.	County.
106	April 21, 1909	April 24, 1909	Arthur McMullen	561	Oneida.
107	April 21, 1909	April 23, 1909		139	Oneida.
*	April 21, 1909			240	Saratoga.
109	April 28, 1909	April 30, 1909		6	Monroe.
110	April 28, 1909	May 3, 1909		286	Monroe.
119	April 28, 1909	May 18, 1909		698	Rockland.
111	April 28, 1909	May 7, 1909			Suffolk.
118	May 5, 1909	May 10, 1909		474	Monroe.
113	May 5, 1909	May 7, 1909		66	Erie.
112	May 5, 1909	May 7, 1909		808	Chenango.
117	May 5, 1909	May 7, 1909		7	Albany.
115	May 5, 1909	May 7, 1909		647	Albany.
116	May 5, 1909	May 7, 1909		41	Albany.
114	May 5, 1909	May 7, 1909		92	Albany.
135	May 19, 1909	June 15, 1909		452	Onondaga.
120	May 19, 1909	May 25, 1909		101	Monroe.
121	May 19, 1909	May 25, 1909			Wayne.
122	May 19, 1909	May 29, 1909		630	Albany.
123	May 19, 1909	May 29, 1909		604	Albany-Schenectady.
129	May 19, 1909	June 5, 1909		143	Westchester.
128	May 19, 1909	June 5, 1909		587	Westchester.
142	May 19, 1909	June 5, 1909			Rockland.
122	May 19, 1909	May 27, 1909		773	Niagara.
126	May 25, 1909	June 3, 1909		794	Suffolk.
127	May 25, 1909	June 3, 1909		794	Suffolk.
136	May 25, 1909	June 3, 1909		372	Erie
137	May 25, 1909	June 3, 1909		67	Erie.
138	May 25, 1909	June 3, 1909		66	Erie.
139	May 25, 1909	June 3, 1909	United Natural Gas Company	2	Erie.
140	May 25, 1909	June 3, 1909	United Natural Gas Company	128	Erie.
125	June 1, 1909	June 1, 1909	Et. Corning & Waverly Ry	355	Chemung.
133	June 1, 1909	June 5, 1909	Rochester Ry. & Light Company	276	Monroe.
132	June 1, 1909	June 1, 1909	Rochester Ry. & Light Company	6	Monroe.
130	June 1, 1909	June 5, 1909	Rochester Ry. & Light Company	474	Monroe.

* Applications approved but permits not issued during 1909.

Permits issued for improvements by State aid—Continued.

PERMIT NO.	Date of approval.	Date of permit.	Issued to	Road No.	County.
131	June 1, 1909	June 5, 1909		5	Monroe.
141	June 9, 1909	June 19, 1909		King street	Westchester.
*	July 1, 1909			412	Orange.
*	July 1, 1909			627	Dutchess.
144	July 1, 1909	July 8, 1909		6	Monroe.
145	July 1, 1910	July 8, 1909		166	Monroe.
143	July 1, 1909	July 9, 1909		272	Erie.
146	July 1, 1909	July 9, 1909		2	Erie.
147	July 1, 1909	July 9, 1909		2	Erie.
150	July 14, 1909	July 21, 1909		108	Montgomery.
153	July 14, 1909	July 24, 1909		202	Rensselaer.
148	July 14, 1909	July 21, 1909	ny	170	Schenectady.
149	July 14, 1909	July 21, 1909	ny	418	Warren.
161	July 21, 1909	July 24, 1909	ny	443	Saratoga.
152	July 21, 1909	July 24, 1909	ny	242	Saratoga.
154	July 21, 1909	July 24, 1909	action Com-		
155	July 21, 1909	July 24, 1909		273	Seneca.
156	July 26, 1909	July 31, 1909		627	Dutchess.
158	July 26, 1909	July 31, 1909		704	Suffolk.
157	July 26, 1909	July 31, 1909		474	Monroe.
162	Aug. 13, 1909	Sept. 14, 1909		704	Suffolk.
161	Aug. 13, 1909	Sept. 14, 1909		398	Orleans and Monroe.
159	Aug. 13, 1909	Aug 26, 1909	y	153	Orange.
160	Aug. 27, 1909	Sept. 3, 1909		6	Monroe.
163	Aug. 27, 1909	Sept. 17, 1909		304	Montgomery.
*	Aug. 27, 1909			633	Monroe.
164	Sept. 15, 1909	Sept. 15, 1909		439	Rensselaer.
165	Sept. 15, 1909	Sept. 15, 1909		821	Essex.
*	Oct. 6, 1909			685	Cayuga.
134	Oct. 6, 1909	Oct. 27, 1909		6	Monroe.
174	Oct. 6, 1909	Nov. 26, 1909	ny	309	Ulster.
166	Oct. 6, 1909	Oct. 18, 1909		768	Westchester.
167	Oct. 6, 1909	Oct. 27, 1909		2	Erie.
170	Oct. 23, 1909	Nov 1, 1909		355	Chemung.
*	Oct 23, 1909			650	Columbia.
169	Oct. 23, 1909	Nov. 1, 1909		740	Niagara.
*	Oct. 23, 1909				Erie.
*	Oct. 23, 1909			729	Niagara.
*	Oct. 23, 1909			526	Erie
173	Oct. 23, 1909	Nov. 26, 1909		276	Monroe.
*	Oct. 23, 1909		State route 16		Livingston.
			Pct. 2217		Erie

168	Oct. 23, 1909	Oct. 28, 1909			593	Rockland.
172	Nov. 10, 1909	Nov. 23, 1909			454	Tompkins.
171	Nov. 10, 1909	Nov. 19, 1909			179	Schenectady.
181	Nov. 22, 1909	Dec 2, 1909			372	Erie.
180	Nov. 22, 1909	Dec. 2, 1909			27	Erie.
179	Nov. 22, 1909	Nov 26, 1909			69	Erie.
176	Nov 22, 1909	Nov 26, 1909			794	Suffolk
177	Nov 22, 1909	Nov. 26, 1909			244	Saratoga.
175	Nov. 22, 1909	Nov 26, 1909			108	Montgomery.
178	Nov 22, 1909	Nov. 26, 1909			703	Franklin.
182	Nov. 22, 1909	Dec. 3, 1909			69	Erie.
*	Dec. 1, 1909				Pet. 1842	Erie.
*	Dec. 1, 1909				Pet. 1845	Erie.
183	Dec. 1, 1909	Dec. 7, 1909			772	Oswego.
*	Dec. 1, 1909				297	Oneida.
*	Dec. 9, 1909				130	Erie.
184	Dec. 9, 1909	Dec. 15, 1909			745	Essex.
*	Dec. 9, 1909	Dec. 15, 1909			279	Oswego.
186	Dec. 20, 1909	Dec. 31, 1909			129	Erie.
185	Dec. 27, 1909	Dec. 31, 1910			9	Onondaga.
186	Dec. 27, 1909	Dec. 31, 1909			129	Erie.
187	Dec 1, 1909	Jan. 12, 1910		Company	297	Oneida.
188	Oct. 23, 1909	Jan. 12, 1910		Company	740	Niagara.
189	Oct. 23, 1909	Jan. 12, 1910		Company	729	Niagara.
190	Oct. 23, 1909	Jan. 12, 1910		Company	276	Monroe.
191	Dec. 1, 1909	Jan. 12, 1910		Company	Pet 1845	Erie.
192	Oct. 23, 1909	Jan. 21, 1910		Company	Pet. 2217	Erie.
193	Oct. 23, 1909	Jan. 21, 1910			526	Erie.
194	Jan 25, 1910	Feb 4, 1910			547	Nassau.
195	Jan. 25, 1910	Feb. 5, 1910			794	Suffolk.
196	Feb. 8, 1910	Feb. 23, 1910			51	Westchester.
197	Feb. 8, 1910	Feb. 28, 1910	Central New England Railway Company		549	Dutchess.
198	Feb. 8, 1910	Feb 23, 1910	New York Telephone Company		50 519	Westchester. Westchester.
199	Dec. 9, 1910	Mar. 4, 1910		l Company	130	Erie
200	Mar 4, 1910	Mar 9, 1910			189	Montgomery.
201	Mar. 4, 1910	Mar. 10, 1910			153	Orange.
202	Mar 4, 1910	Mar 17, 1910			State Route 31	Franklin.
203	Mar. 17, 1910	Mar 28, 1910			34	Westchester.
204	Mar 17, 1910	Mar 29, 1910			202	Rensselaer.
205	April 12, 1910	April 15, 1910			459	Herkimer.
206	April 12, 1910	April 15, 1910			233	Herkimer.
207	April 12, 1910	April 18, 1910			433	Clinton.
208	April 12, 1910	April 18, 1910			59	Saratoga.
209	April 22, 1910	April 27, 1910			169	Monroe.
210	April 22, 1910	May 4, 1910			43	Orange.
211	April 26, 1910	May 7, 1910			51	Westchester.
212	April 26, 1910	May 7, 1910			250	Oneida.
213	April 26, 1910	May 9, 1910			418	Warren.

* Applications approved but permits not issued during 1909.

Permits issued for improvements by State aid—Continued.

PERMIT NO.	Date of approval.	Date of permit.	Issued to.	Road No.	County.
214	April 26, 1910	May 7, 1910		669	Putnam.
215	April 26, 1910	May 11, 1910		62	Monroe.
216	May 5, 1910	May 17, 1910		794	Suffolk.
217	Mar. 22, 1910	May 17, 1910		68	Erie
218	May 23, 1910	May 31, 1910		Pet. 2682	Rockland.
219	May 23, 1910	June 1, 1910		459	Herkimer.
220	May 23, 1910	June 2, 1910	Skaneateles Telephone Company	122 293 431	Onondaga.
221	May 23, 1910	June 8, 1910	lephone Company.	134	Broome.
222	June 3, 1910	June 15, 1910		5066	Cattaraugus.
223	June 13, 1910	June 16, 1910		1	Schenectady.
224	June 13, 1910	June 18, 1910		488	Onondaga.
225	June 13, 1910	June 21, 1910		5	Monroe.
226	June 13, 1910	June 21, 1910		172	Monroe.
227	June 13, 1910	June 21, 1910		6	Monroe.
228	May 23, 1910	June 27, 1910		Route No. 35	Suffolk.
229	Mar. 17, 1910	June 30, 1910		439	Nassau.
230	July 27, 1910	July 28, 1910		341	Columbia.
231	July 27, 1910	July 28, 1910		650	Columbia.
232	July 11, 1910	Aug. 3, 1910		Route No. 35	Suffolk.
233	July 11, 1910	Aug. 4, 1910		2	Erie.
234	Aug. 1, 1910	Aug. 6, 1910		794	Suffolk
235	Aug 1, 1910	Aug 6, 1910		612	Dutchess.
236	Aug. 3, 1910	Aug. 6, 1910	Company	370	Oswego
237	Aug. 1, 1910	Aug 6, 1910		81	Monroe.
238	Aug. 3, 1910	Aug. 6, 1910	Company	279	Oswego.
239	July 11, 1910	Aug 10, 1910		69	Erie.
240	July 11, 1910	Aug. 10, 1910		584	Erie.
241	Aug. 3, 1910	Aug. 10, 1910		Pet. 2260	Washington.
242	June 27, 1910	Aug 11, 1910	ad Company	398	Orleans-Monroe.
243	Aug. 11, 1910	Aug. 12, 1910	ad Company	657	Westchester.
244	Aug. 8, 1910	Aug. 11, 1910		794	Suffolk.
245	July 27, 1910	Aug 16, 1910		230	Ulster.
246	July 11, 1910	Aug. 22, 1910		6	Monroe.
247	Aug 22, 1910	Aug. 26, 1910		67	Erie.
248	Aug. 22, 1910	Aug 26, 1910		128	Erie.
249	Aug 22, 1910	Aug. 26, 1910		527	Erie.
250	Aug. 22, 1910	Aug. 26, 1910		3	Oneida.
251	Aug 22, 1910	Aug 26, 1910	M. W. Becker	566	Albany.

252	July 27, 1910	Aug. 29, 1910	John Bowdish Gore	304	Montgomery.
253	Sept 12, 1910	Sept 12, 1910	New York Central & Hudson River Railroad Company	726	Madison
254	Sept. 12, 1910	Sept. 17, 1910	New York Telephone Company	Route 33, [Sec. 2	Suffolk.
255	Sept. 12, 1910	Sept. 17, 1910		5015	Ontario.
256	Aug 22, 1910	Sept 20, 1910		Per. 3398	Greene.
257	Aug. 22, 1910	Sept. 20, 1910		613	Greene
258	Sept. 10, 1910	Sept 21, 1910	Railroad Company	832	Niagara.
259	Sept. 10, 1910	Sept 21, 1910		R. 35, Secs. 2 & 3	Suffolk.
260	Sept. 20, 1910	Sept. 24, 1910	ilroad Company	825	Oswego.
261	Sept. 20, 1910	Sept. 24, 1910		254	Monroe
262	Sept 12, 1910	Oct. 5, 1910		287	Rensselaer.
263	Sept. 12, 1910	Oct. 5, 1910		792	Albany
264	Sept. 12, 1910	Oct. 5, 1910		Per. 2498	Albany.
265	Sept. 26, 1910	Oct. 10, 1910		577	Schenectady.
266	Sept. 26, 1910	Oct. 10, 1910		508	Albany
267	Sept. 26, 1910	Oct. 10, 1910	Municipal Gas Company	193	Albany.
268	Oct. 4, 1910	Oct. 17, 1910	Colden-West Falls Telephone Company	{866 / 751}	Erie.
269	Sept 26, 1910	Oct 10, 1910	New York Telephone Company	768	Westchester.
270	Oct. 4, 1910	Oct. 10, 1910		701	Franklin.
271	Oct. 10, 1910	Oct. 13, 1910		10	Westchester.
272	Oct. 10, 1910	Oct. 13, 1910		20	Westchester
273	Oct. 10, 1910	Oct. 13, 1910		20	Westchester.
274	Oct. 10, 1910	Oct. 13, 1910		756	Essex.
275	Oct. 10, 1910	Oct. 13, 1910		736	Warren
276	Oct. 10, 1910	Oct. 13, 1910		658	Essex.
277	Oct. 10, 1910	Oct. 17, 1910		304	Montgomery
278	Oct. 10, 1910	Oct. 17, 1910	ny	5007	Orange.
279	Oct 10, 1910	Oct. 22, 1910	New York Telephone Company	276	Monroe.
280	Oct. 17, 1910	Oct. 22, 1910	Northern Westchester Lighting Company	{143 / 587}	Westchester.
281	Oct. 17, 1910	Oct. 22, 1910		5039	Albany-Schoharie.
282	Oct. 24, 1910	Nov. 5, 1910	Company	5025	Orleans.
283	Oct. 24, 1910	Nov 5, 1910		547	Nassau
284	Oct. 24, 1910	Nov. 5, 1910	Railroad Company	30	Jefferson.
285	Nov. 9, 1910	Nov. 11, 1910		273	Seneca
286	Nov 9, 1910	Nov. 11, 1910		505	Chenango
287	Nov. 9, 1910	Nov. 11, 1910		616	Tompkins.
288	Nov. 9, 1910	Nov. 11, 1910	New York Telephone Company	{72 / 483}	Tompkins
289	Nov. 9, 1910	Nov. 12, 1910	The Adirondack Home Telephone Company	735	St. Lawrence
290	Nov. 9, 1910	Nov. 24, 1910	Elmira Water, Light and Railroad Company	29	Chemung
291	Nov 9, 1910	Nov. 12, 1910	Despatch Heat, Light & Power Company	94	Monroe
292	Nov. 9, 1910	Nov. 15, 1910	New York Telephone Company	780	Westchester.
293	Nov. 9, 1910	Nov. 17, 1910	New York Telephone Company	5008	Suffolk
294	Nov. 9, 1910	Nov. 17, 1910	Rochester Railway & Light Company	494	Monroe.
295	Nov 22, 1910	Nov 22, 1910	United Natural Gas Company	128	Erie
296	Nov. 22, 1910	Nov. 22, 1910	United Natural Gas Company	67	Erie.

Permits issued for improvements by State aid—Continued.

PERMIT NO.	Date of approval.	Date of permit.	Issued to.	Road No.	County.
297	Nov. 22, 1910	Nov. 22, 1910		68	Erie.
298	Nov. 15, 1910	Nov. 23, 1910		193	Albany.
299	Oct. 17, 1910	Dec. 2, 1910	. Y. State Training School for		Westchester.
300	Oct. 17, 1910	Dec. 2, 1910	. Y. State Training School for	149	Westchester.
301	Nov. 16, 1910	Dec. 7, 1910		203	Ontario.
302	Nov. 22, 1910	Dec. 10, 1910		642	Erie.
303	Dec. 6, 1910	Dec. 10, 1910		456	Herkimer.
304	Dec. 6, 1910	Dec. 10, 1910	New York Telephone Company	133	Herkimer.
305	Dec. 6, 1910	Dec. 10, 1910	New York Telephone Company	463	Herkimer.
306	Dec. 15, 1910	Dec. 19, 1910	New York Telephone Company	297	Oneida.
307	Dec. 15, 1910	Dec. 19, 1910	New York Telephone Company	564	Oneida.
308	Dec. 15, 1910	Dec. 19, 1910	New York Telephone Company	436	Oneida.
309	Dec. 15, 1910	Dec 19, 1910	New York Telephone Company	296	Oneida.
310	Dec. 15, 1910	Dec. 19, 1910	New York Telephone Company	459	Herkimer.
311	Dec. 15, 1910	Dec 27, 1910	New York Telephone Company	128	Erie.
312	Dec. 15, 1910	Dec. 27, 1910	New York Telephone Company	387	Orleans.
313	Dec. 15, 1910	Dec 27, 1910	New York Telephone Company	393	Orleans.
314	Dec. 15, 1910	Dec. 27, 1910	New York Telephone Company	393	Orleans.
315	Dec. 23, 1910	Jan. 4, 1910	New York-New England Cement & Lime Co	Route 2, Sec. 4	Columbia.
316	Jan 3, 1911	Jan. 6, 1911	New York Telephone Company	489	Onondaga.
317	Jan. 3, 1911	Jan. 3, 1911	New York Telephone Company	123	Cortland.
318	Jan 10, 1911	Jan. 14, 1911	New York Telephone Company	436	Nassau.
319	Jan. 3, 1911	Jan. 14, 1911	Akron Natural Gas Company	529	Erie.
320	Dec. 23, 1910	Jan. 14, 1911	New York Telephone Company	5008 794	Suffolk.
321	Jan. 3, 1911	Jan. 16, 1911	New York Telephone Company	Pet. 1842	Erie.
322	Jan. 17, 1911	Jan. 20, 1911	American Telephone & Telegraph Co	258 126	Broome.
323	Jan. 3, 1911	Jan. 20, 1911	Oneida Railway Company	726	Madison.
323-A	Jan. 24, 1910	Jan. 27, 1911	New York Telephone Company	Sec. 2, Pet. 1096 Sec. 1, Pet. 1097	St. Lawrence.
324	Feb. 6, 1911	Feb. 8, 1911	Despatch Heat, Light & Power Company	60	Monroe.
325	Feb. 6, 1911	Feb. 15, 1911	Poughkeepsie Light, Heat & Power Company	549	Dutchess.
326	Feb 11, 1911	Feb. 15, 1911	New York Telephone Company	Pet. 1472 1473 2254 555	Cayuga.
327	Feb. 11, 1911	Feb. 15, 1911	New York Telephone Company	5014 726	Madison & Onondaga.

328	Feb. 11, 1911	Feb. 15, 1911	New York Telephone Company	5078	Madison.
329	Feb. 11, 1911	Feb. 15, 1911	New York Telephone Company	752 384	Cayuga.
330	Feb. 11, 1911	Feb. 20, 1911	New York Telephone Company	Pet. 1275	Oneida.
331	Feb. 20, 1911	Feb. 25, 1911	Pittsburg Contracting Company	18	Westchester.
332	Feb. 20, 1911	Feb. 25, 1911	New York Telephone Company	591	Cayuga.
333	Feb. 20, 1911	Feb. 25, 1911	New York Telephone Company	71 559	Oneida.
334	Feb. 20, 1911	Feb. 25, 1911	Rochester Suburban Railway Company	538	Monroe.
335	Feb. 27, 1911	Mar. 2, 1911	Charles A. Lux or his assigns — J. J. W	452	Onondaga.
336	Feb. 27, 1911	Mar. 2, 1911	Northern Westchester Lighting Company	52	Westchester.
337	Feb. 27, 1911	Mar. 3, 1911	John J. Hart	331	Westchester.
338	Feb. 27, 1911	Mar. 3, 1911	Orange & Rockland Electric Company	115 157 42	Orange.
339	Feb. 20, 1911	Feb. 20, 1911	Shanley-Morrissey, Inc	59	Saratoga.
340	Mar. 10, 1911	Mar. 15, 1911	New York Telephone Company	359 813	Herk. and Oneida.
341	Mar. 10, 1911	Mar. 15, 1911	New York Telephone Company	564 Pet. 1275	Oneida.
342	Mar. 10, 1911	Mar. 15, 1911	New York Telephone Company	112 666 706	Chenango.
343	Mar. 10, 1911	Mar. 15, 1911	New York Telephone Company	663	Chenango.
344	Mar. 10, 1911	Mar. 15, 1911	New York Telephone Company	470 831	Herkimer and Mont.
345	Mar. 17, 1911	Mar. 28, 1911	New York Telephone Company	Pet. 2680 250 761 237	Oneida.
346	Mar. 17, 1911	Mar. 28, 1911	New York Telephone Company	171 235	Jefferson.
347	Mar. 22, 1911	Mar. 28, 1911	New York Telephone Company	54	Westchester.
348	Mar. 17, 1911	Mar. 17, 1911	New York Telephone Company	780	Westchester.
349	Mar. 22, 1911	Mar. 30, 1911	New York Telephone Company	738–737 380–381 446–5075	Cortland.
350	Mar. 22, 1911	Mar. 30, 1911	New York Telephone Company	278–673 452	Oswego and Onond'ga
351	Mar. 22, 1911	Mar. 30, 1911	New York Telephone Company	323	Seneca.
352	Mar. 22, 1911	Mar. 30, 1911	New York Telephone Company	636–203 662	Ontario.
353	Mar. 22, 1911	Mar. 30, 1911	New York Telephone Company	204	Ontario.
354	Mar. 22, 1911	Mar. 30, 1911	New York Telephone Company	654–5044 5082–5083	Oswego.
355	Mar. 22, 1911	Mar. 30, 1911	New York Telephone Company	280	Oswego.
356	Mar. 22, 1911	Mar. 30, 1911	New York Telephone Company	291	Onondaga.
357	April 7, 1911	April 14, 1911	New York Telephone Company	820	Franklin.
358	April 7, 1911	April 14, 1911	New York Telephone Company	592	Cayuga.

Permits issued for improvements by State aid—Continued.

PERMIT NO.	Date of approval.	Date of permit.	Issued to.	Road No.	County.
359	April 7, 1911	April 14, 1911	New York Telephone Company	732	St Lawrence.
360	April 7, 1911	April 14, 1911	New York Telephone Company	357-725	Chemung
361	April 7, 1911	April 15, 1911	New York Telephone Company	728	Rockland
362	April 7, 1911	April 19, 1911	Oneida Community, Limited	271	Oneida
363	April 19, 1911	April 26, 1911	Glen Telephone Company	5038, Pet. 1810-1811	Hamilton.
364	April 19, 1911	April 26, 1911	New York Telephone Company	436	Nassau.
365	April 19, 1911	April 26, 1911	Rochester Railway & Light Company	5	Monroe
366	April 19, 1911	April 26, 1911	Rochester Railway & Light Company	276	Monroe.
367	April 19, 1911	April 26, 1911	Rochester Railway & Light Company	538	Monroe.
368	April 19, 1911	April 26, 1911	Rochester Railway & Light Company	400	Monroe.
369	April 19, 1911	April 26, 1911	Rochester Railway & Light Company	173	Monroe
370	April 19, 1911	May 3, 1911	New York Telephone Company	681-682	Tompkins.
371	April 19, 1911	May 13, 1911	New York Telephone Company	871	Herkimer.
372	April 19, 1911	May 3, 1911	New York Telephone Company	R. 27, Pet. 782	Jefferson.
373	April 19, 1911	May 3, 1911	New York Telephone Company	761	Oneida
374	April 19, 1911	May 3, 1911	New York Telephone Company	Pet. 1079	St. Lawrence.
375	April 19, 1911	May 3, 1911	New York Telephone Company	Pet. 1096-1095	St. Lawrence.
376	April 19, 1911	May 3, 1911	Buffalo-Lake Erie Traction Company	Route 18	Chautauqua.
377	May 5, 1911	May 10, 1911		Blanket	
378	May 5, 1911	May 9, 1911		279	Oswego.
379	May 5, 1911	May 9, 1911		279	Oswego.
380	April 19, 1911	May 16, 1911	Co	130	Erie.
381	May 24, 1911	May 29, 1911		601	Cattaraugus.
382	June 9, 1911	June 13, 1911		542	Fulton.
383	June 8, 1911	June 16, 1911		5007	Orange.
384	June 8, 1911	June 16, 1911	Co.	538	Monroe.
385	June 19, 1911	June 28, 1911		328	Onondaga.
386	June 19, 1911	June 28, 1911	Co	5114	Ulster.
387	June 28, 1911	July 3, 1911		5054	Erie.
388	June 28, 1911	July 3, 1911		5019	Erie.
389	June 28, 1911	July 3, 1911	pany	5011	Essex.
390	June 28, 1911	July 3, 1911	pany	476-651	Clinton.
391	June 28, 1911	July 3, 1911	pany	5056	Clinton.
392	July 12, 1911	July 12, 1911		Blanket	
392	July 12, 1911	July 13, 1911		Blanket	
393	July 25, 1911	July 31, 1911	Co	549	Dutchess.
394	July 25, 1911	Aug. 8, 1911	any	5	Monroe.
395	Aug 15, 1911	Aug. 24, 1911	Falls	549	Dutchess.

396	Aug. 22, 1911	Aug. 30, 1911		549	Dutchess.
397	Aug. 22, 1911	Aug. 30, 1911		709	Dutchess.
398	Aug. 22, 1911	Aug. 22, 1911	R. R. Company	657	Westchester
399	Sept 6, 1911	Sept. 12, 1911	pany	52	Westchester.
400	Sept. 12, 1911	Sept 20, 1911		656	Warren.
401	Sept 26, 1911	Oct. 5, 1911		358	Chemung.
402	July 25, 1911	Mar. 5, 1912		503	Westchester
403	Oct. 23, 1911	Nov. 2, 1911		Route 18	Erie.
404	Oct. 23, 1911	Nov. 2, 1911		842	Erie.
405	Oct. 23, 1911	Nov. 4, 1911	nduit Co	914	Erie.
406	Oct 23, 1911	Nov. 4, 1911		Blanket	Schenectady.
407	Oct 23, 1911	Nov. 4, 1911		Blanket	Albany.
408	Nov. 1, 1911	Nov. 6, 1911		5152	Jefferson.
409	Oct. 23, 1911	Nov. 9, 1911		436	Nassau.
410	Oct. 23, 1911	Nov 9, 1911		548	Nassau.
411	Oct. 23, 1911	Nov. 9, 1911	ompany.	Pet. 1823	Ontario.
412	Nov 10, 1911	Nov. 21, 1911		200	Clinton
413	Nov. 23, 1911	Nov. 28, 1911		233	Herkimer.
414	Nov. 23, 1911	Nov. 28, 1911	South Shore Natural Gas & Fuel Co.	Sec 1-2, 642	Erie
415	Nov. 23, 1911	Dec. 4, 1911	Edison Electric Light & Power Co.	303 108	Montgomery.
417	Nov 23, 1911	Dec. 14, 1911	New York Telephone Company	912	Suffolk
418	Dec. 7, 1911	Dec. 20, 1911	United Natural Gas Company	2-R	Erie.
419	Dec. 7, 1911	Dec. 20, 1911	United Natural Gas Company	68-R 128	Erie.
420	Nov. 28, 1911	Dec 20, 1911		912	Suffolk.
421	Dec. 7, 1911	Dec. 20, 1911	o	19	Westchester.
422	Dec. 26, 1911	Jan. 5, 1912		5135	Dutchess.
423	Dec 26, 1911	Jan. 11, 1912		896	Onondaga.
424	Jan. 31, 1912	Feb. 13, 1912		794	Suffolk.
425	Jan. 11, 1912	Mar. 5, 1912	o	19	Westchester.
426	Nov. 23, 1911	Mar. 12, 1912		43	Orange
426-A	Mar 18, 1912	Mar. 21, 1912		5113	Washington.
427	Mar 18, 1912	Mar 20, 1912		Route 3, Sec 2	Rockland
428	Mar. 29, 1912	April 3, 1912		768	Westchester
428-A	April 3, 1912	April 11, 1912		794	Suffolk.
429	April 30, 1912	May 20, 1912		538	Monroe.
430	May 3, 1912	May 20, 1912		842	Saratoga.
431	April 20, 1912	May 22, 1912		35	Westchester.
432	April 30, 1912	May 22, 1912		5146	Westchester.
433	April 30, 1912	May 22, 1912		5003	Westchester
434	April 30, 1912	May 22, 1912	mpany	272	Erie.
435	April 30, 1912	May 22, 1912		50	Westchester.
436	May 14, 1912	May 27, 1912		2	Erie.
437	May 14, 1912	May 27, 1912		2	Erie.
438	May 28, 1912	June 7, 1912		52	Westchester.
439	May 28, 1912	June 7, 1912		564	Oneida.

Permits issued for improvements by State aid—Continued.

PERMIT NO.	Date of approval.	Date of permit.	Issued to.	Road No.	County.
440	May 3, 1912	June 7, 1912		718	Livingston.
441	June 7, 1912	June 25, 1912		577	Schenectady.
442	June 14, 1912	June 28, 1912		842	Saratoga.
443	June 19, 1912	June 28, 1912		5300	Suffolk.
444	June 19, 1912	June 28, 1912		5301	Suffolk.
445	May 20, 1912	July 7, 1912	Company	5283	St. Lawrence
446	June 19, 1912	July 10, 1912		Route 3, Sec. 2	Rockland.
447	July 3, 1912	July 16, 1912		357	Chemung
448	June 14, 1912	June 27, 1912		1044	Onondaga.
450	July 3, 1912	July 23, 1912		Route 1	Westchester.
451	July 3, 1912	July 23, 1912		524	Erie.
452	July 3, 1912	July 15, 1912	mpany	6	Monroe.
453	July 3, 1912	July 17, 1912		503	Westchester.
454	July 17, 1912	July 27, 1912	Public Service Corporation of Long Island	434, 968, 5106, 5151, 547, 988 and R.35, Sec. 2	Nassau.
455	July 17, 1912	July 31, 1912		166	Monroe.
456	July 17, 1912	July 31, 1912		276	Monroe.
457	July 17, 1912	Aug. 1, 1912	mpany	362	Fulton.
458	July 24, 1912	Aug. 1, 1912	any	52	Westchester.
459	July 24, 1912	Aug. 1, 1912	y	743	Suffolk
460	July 29, 1912	Aug. 1, 1912		Route 2, Sec. 3	Westchester.
461	July 17, 1912	Aug. 12, 1912		Route 18	Erie.
462	July 9, 1912	Aug 12, 1912		2 R. & 2 R 2	Erie.
463	July 24, 1912	Aug. 12, 1912		130	Erie.
464	July 24, 1912	Aug. 12, 1912	ne.	Route 41, Sec 4	Westchester.
465	July 29, 1912	Aug. 19, 1912		Pet. No. 1348	Monroe
466	Aug 12, 1912	Aug. 19, 1912	ailroad Company	Route 41, Sec. 5	Westchester.
467	Aug. 12, 1912	Aug. 19, 1912		609	Onondaga.
468	Aug. 12, 1912	Aug. 19, 1912		525	Erie.
468	Aug. 12, 1912	Aug 19, 1912		108	Montgomery.
470	Aug. 12, 1912	Aug. 20, 1912	lroad Company	538	Monroe.
472	Aug. 14, 1912	Aug 23, 1912		5203	Putnam.
473	Aug. 27, 1912	Sept. 11, 1912		63	Monroe.
474	Aug 23, 1912	Sept. 11, 1912		5209	Herkimer.
476	Sept. 10, 1912	Sept. 24, 1912		Pet. 2242	Niagara.
477	Sept. 10, 1912	Sept. 24, 1912		272	Erie.
478	Sept. 10, 1912	Sept. 24, 1912		5040	Rensselaer.
479	Sept. 10, 1912	Sept. 24, 1912		12	Schuyler.
480	Sept. 25, 1912	Oct. 3, 1912		5231	Westchester.

481	Sept. 25, 1912	Oct. 11, 1912	Waterford Water Works Company	842	Saratoga.
482	Sept. 25, 1912	Oct. 11, 1912	Syracuse Rapid Transit Railway Company	672	Onondaga.
483	Sept. 19, 1912	Oct. 11, 1912	G. Elund Robinson	726	Madison.
484	Sept 25, 1912	Oct. 11, 1912	Brocton Gas & Fuel Company	873	Chautauqua.
485	Sept. 19, 1912	Oct. 11, 1912		149	Westchester.
486	Sept. 19, 1912	Oct. 11, 1912		900	Westchester.
487	Sept. 19, 1912	Oct. 11, 1912		769	Westchester.
488	Sept. 25, 1912	Oct. 11, 1912		348	Onondaga.
489	Sept. 25, 1912	Oct. 17, 1912		503, Pt 2	Westchester.
490	Sept. 10, 1912	Oct 17, 1912	Railroad Company	5283	St Lawrence.
491	Sept. 10, 1912	Oct. 17, 1912	Railroad Company	440	Jefferson
492	Sept 25, 1912	Oct. 17, 1912		5375	Westchester.
493	Sept 25, 1912	Oct. 21, 1912		5370	Albany & Greene.
494	Aug. 28, 1912	Oct. 24, 1912		328	Onondaga.
495	Oct. 10, 1912	Oct. 24, 1912		642	Erie.
496	Oct. 10, 1912	Oct. 29, 1912		5373	Westchester
497	Aug. 27, 1912	Nov. 2, 1912	Westchester Lighting Company	Rep. Gas Mains Blanket	Westchester.
498	Oct. 10, 1912	Nov. 7, 1912	Westchester Lighting Company	5373	Westchester.
499	Oct. 29, 1912	Nov. 9, 1912		713	Niagara.
500	Oct. 29, 1912	Nov. 14, 1912		85	Washington.
501	Nov. 11, 1912	Nov. 16, 1912		914-915	Erie.
501-A	Nov 11, 1912	Nov 16, 1912		68	Erie
502	Nov. 11, 1912	Nov 16, 1912		2-R	Erie.
503	Nov 11, 1912	Nov 21, 1912		743	Suffolk.
504	Nov. 11, 1912	Nov. 21, 1912		5299	Suffolk
505	Nov. 11, 1912	Nov. 29, 1912		503	Westchester.
506	Nov. 19, 1912	Nov 29, 1912		5373	Westchester.
507	Nov. 11, 1912	Nov. 30, 1912		5359	Westchester
508	Nov. 26, 1912	Nov. 30, 1912	Company	30	Jefferson.
509	Nov. 26, 1912	Dec. 16, 1912		387	Albany.
510	Nov. 26, 1912	Dec. 16, 1912		Route 41, Sec. 6	Westchester.
511	Nov. 26, 1912	Dec. 16, 1912		5371	Westchester
512	Dec 17, 1912	Dec. 21, 1912		Route 41, Sec 6	Westchester.
513	Dec 17, 1912	Dec 21, 1912		5155	Albany
513-A	Dec 17, 1912	Dec 23, 1912		642	Erie
514	Dec 17, 1912	Dec. 23, 1912		272	Erie
515	Dec 17, 1912	Dec. 23, 1912		5373	Westchester.
516	Dec 27, 1912	Jan. 2, 1913		100	Monroe
517	Nov. 26, 1912	Dec. 3, 1912		240	Saratoga.
518	Dec 31, 1912	Jan. 10, 1913		Route 41	Westchester.
519	Dec. 28, 1912	Jan. 10, 1913		Route 41	Westchester.
520	Jan. 10, 1913	Jan. 20, 1913		Route 41	Westchester.
521	Jan. 10, 1913	Jan. 20, 1913		5371	Westchester
522	Jan. 22, 1913	Feb. 6, 1913		128	Erie
523	Jan. 23, 1913	Feb. 8, 1913		5370	Greene.
524	Feb. 28, 1913	Mar. 5, 1913		343	Dutchess.
525	May 7, 1913	May 11, 1913		2-R-2	Erie.

Permits issued for improvements by State aid—Continued.

PERMIT NO.	Date of approval.	Date of permit.	Issued to.	Road No.	County.
526	May 14, 1913	May 19, 1913	Western New York Water Company	69, Sec 1	Erie.
527	May 15, 1913	May 19, 1913	Rochester Railway & Light Company	5 and 61	Monroe.
528	May 15, 1913	May 19, 1913	Company	128	Erie
529	May 15, 1913	May 23, 1913	Company	Route 41	Westchester.
530	May 20, 1913	May 23, 1913		171, 80, 286	Monroe.
531	May 9, 1913	May 24, 1913	Pittsburgh Railway Company	401	Monroe
532	May 24, 1913	May 28, 1913	Central New York Gas & Electric Company	Route 6-A	Ontario.
533	May 22, 1913	May 28, 1913	Penn Yan Steam Heating Company	5291	Yates.
534	May 22, 1913	May 28, 1913	Albert L. Percival	231	Ulster
535	May 24, 1913	May 29, 1913	Westchester Lighting Company	503	Westchester
536	May 26, 1913	May 29, 1913	Northern Westchester Lighting Company	52	Westchester.
537	May 27, 1913	June 2, 1913	James Duell Construction Company	503	Westchester.
538	May 24, 1913	June 2, 1913	New York State Railways	5274	Onondaga.
539	May 24, 1913	June 2, 1913	Edward H. Litchfield	985	Franklin.
540	May 24, 1913	June 2, 1913	Rochester Railway & Light Company	573	Monroe
541	May 24, 1913	June 3, 1913	Fred Miller	586	Genesee.
542	May 28, 1913	June 4, 1913	Iroquois Natural Gas Company	925	Erie
543	May 24, 1913	June 4, 1913		231	Ulster.
544	May 14, 1913	June 6, 1913			Monroe.
545	June 5, 1913	June 9, 1913		917	Erie.
546	June 5, 1913	June 9, 1913		5355	Westchester.
547	June 5, 1913	June 9, 1913		168	Monroe.
548	June 5, 1913	June 10, 1913		5376	Westchester.
549	May 28, 1913	June 10, 1913		5175, 5005	Jefferson.
550	June 9, 1913	June 12, 1913		5375	Westchester
551	May 27, 1913	June 12, 1913	Company	Route 6	Montgomery.
552	May 27, 1913	June 12, 1913	Little Falls & Johnstown Railroad Company	Pet. 1176	Fulton.
553	May 27, 1913	June 12, 1913	Little Falls & Johnstown Railroad Company	Pet. 2507	Montgomery.
554	May 27, 1913	June 12, 1913	Little Falls & Johnstown Railroad Company	519	Fulton.
555	May 27, 1913	June 12, 1913	Little Falls & Johnstown Railroad Company	Route 5	Herkimer.
556	May 27, 1913	June 12, 1913	Little Falls & Johnstown Railroad Company	Pet. 2507	Montgomery.
557	May 27, 1913	June 12, 1913	Little Falls & Johnstown Railroad Company	Route 6	Montgomery.
558	May 27, 1913	June 12, 1913	Little Falls & Johnstown Railroad Company	Pet. 1015	Montgomery.
559	May 27, 1913	June 12, 1913	Little Falls & Johnstown Railroad Company	520	Fulton.
560	May 27, 1913	June 12, 1913	Little Falls & Johnstown Railroad Company	520	Fulton.
561	June 5, 1913	June 12, 1913	Philip Schantz	350	Ulster.
562	June 5, 1913	June 13, 1913	Dudley J. Wenker	5144	Orange.
563	June 9, 1913	June 13, 1913	Louis Hensler	5040	Rensselaer.
564	June 5, 1913	June 13, 1913	Commissioners, Palisades Interstate Park	593	Rockland.

565	June 5, 1913	June 14, 1913	5380	Madison.
566	June 10, 1913	June 14, 1913	173, Sec. 2	Monroe.
567	June 5, 1913	June 14, 1913	63, Sec. 1	Monroe.
568	June 5, 1913	June 16, 1913	5378	Westchester.
569	June 5, 1913	June 16, 1913	5375	Westchester
570	June 5, 1913	June 16, 1913	5249	Onondaga.
571	June 5, 1913	June 16, 1913	5373	Westchester.
572	June 5, 1913	June 16, 1913	Route 41, Sec. 6	Westchester.
573	June 5, 1913	June 16, 1913	5376	Westchester.
574	June 5, 1913	June 16, 1913	Route 41, Sec. 6	Westchester.
575	June 5, 1913	June 17, 1913	Pet. 3047	Erie.
576	June 9, 1913	June 18, 1913	956	Albany
577	June 5, 1913	June 20, 1913	354	Ulster.
578	June 17, 1913	June 23, 1913	231	Ulster
579	June 5, 1913	June 23, 1913	354	Ulster.
580	June 5, 1913	June 23, 1913	354	Ulster.
581	June 16, 1913	June 23, 1913	78	Monroe.
582	June 10, 1913	June 24, 1913	66	Erie.
583	June 10, 1913	June 24, 1913	642	Erie.
584	June 9, 1913	June 24, 1913	5376	Westchester.
585	June 19, 1913	June 25, 1913	650	Columbia.
586	June 5, 1913	June 26, 1913	354	Ulster.
587	June 5, 1913	June 26, 1913	5301	Suffolk.
588	June 5, 1913	June 27, 1913	168	Monroe
589	June 5, 1913	June 27, 1913	15	Monroe.
590	June 24, 1913	June 27, 1913	231	Ulster.
591	June 24, 1913	June 27, 1913	231	Ulster.
592	June 5, 1913	June 27, 1913	354	Ulster.
593	June 24, 1913	June 28, 1913	231	Ulster.
594	June 24, 1913	June 30, 1913	328	Onondaga.
595	June 24, 1913	June 30, 1913	896	Onondaga.
596	June 24, 1913	July 1, 1913	231	Ulster.
597	June 25, 1913	July 1, 1913	640	Schenectady.
598	June 26, 1913	July 3, 1913	5020	Genesee.
599	June 30, 1913	July 7, 1913	271, Sec. 1	Monroe.
600	June 5, 1913	July 7, 1913	956	Albany.
601	June 16, 1913	July 10, 1913	276	Monroe.
602	June 30, 1913	July 7, 1913	704	Suffolk.
603	July 2, 1913	July 7, 1913	166, Sec. 1	Monroe.
604	June 30, 1913	July 7, 1913	6, Sec. 1	Monroe.
605	July 1, 1913	July 8, 1913	5382	Oswego.
606	July 8, 1913	July 9, 1913	5237	Albany.
607	June 30, 1913	July 9, 1913	5129	Allegany.
608	July 8, 1913	July 11, 1913	Route 2	Westchester.
609	July 3, 1913	July 14, 1913	5130, Pt. 2	Steuben.
610	July 9, 1913	July 14, 1913	1	Schenectady.
611	July 18, 1913	July 21, 1913	5231	Westchester.
612	July 18, 1913	July 22, 1913	696	Cattaraugus.
613	July 18, 1913	July 22, 1913	Route 41, Sec. 6	Westchester.

Permits issued for improvements by State aid—Continued.

PERMIT NO.	Date of approval.	Date of permit.	Issued to.	Road No.	County.
614	July 21, 1913	July 23, 1913	road & Light Company	236	Jefferson.
615	July 22, 1913	July 24, 1913		297	Oneida.
616	July 18, 1913	July 24, 1913		5357	Westchester.
617	July 18, 1913	July 24, 1913		5231	Westchester.
618	July 18, 1913	July 25, 1913		67	Erie.
619	July 18, 1913	July 29, 1913		650	Columbia.
620	July 18, 1913	July 29, 1913		5191	Clinton.
621	July 22, 1913	Aug. 1, 1913	y Company	6	Monroe.
622	June 10, 1913	Aug. 1, 1913		2 & 2 R.	Erie
623	July 22, 1913	Aug. 4, 1913		271	Oneida.
624	Aug. 1, 1913	Aug. 6, 1913	any	276, Sec 1	Monroe.
625	Aug. 1, 1913	Aug. 6, 1913		896	Onondaga.
626	Aug. 1, 1913	Aug. 6, 1913		965	Allegany.
627	July 31, 1913	Aug. 7, 1913		587	Westchester.
628	Aug. 1, 1913	Aug. 7, 1913	pany	168, Sec. 1	Monroe.
629	July 18, 1913	Aug. 9, 1913		429	Onondaga.
630	July 18, 1913	Aug. 9, 1913		9	Onondaga.
631	July 18, 1913	Aug 9, 1913		896	Onondaga.
632	Aug. 6, 1913	Aug 11, 1913	any	538	Monroe.
633	Aug 6, 1913	Aug 11, 1913	Rochester & Lake Ontario Water Company	173, Sec. 2	Monroe.
634	Aug 12, 1913	Aug. 16, 1913	Binghamton Railway Company	5339	Broome.
635	Aug. 12, 1913	Aug 16, 1913	Conduit Company	914	Erie.
636	Aug. 14, 1913	Aug. 19, 1913		279	Oswego.
637	Aug. 8, 1913	Aug 21, 1913		163	Schenectady.
638	Aug. 21, 1913	Aug. 23, 1913		127	Broome.
639	Aug. 21, 1913	Aug 25, 1913		1047	Oswego.
640	Aug 21, 1913	Aug 26, 1913	mpany	Route 4, Sec 11	Chautauqua.
641	Aug. 21, 1913	Aug. 27, 1913		896	Onondaga.
642	Aug 15, 1913	Aug. 29, 1913		5291	Yates.
643	Aug. 27, 1913	Sept. 2, 1913	r Lines	94	Monroe.
644	Aug. 6, 1913	Sept. 2, 1913		985	Franklin.
645	Aug. 27, 1913	Sept. 4, 1913	Rochester & Lake Ontario Water Company	400, Sec 2	Monroe.
646	Aug. 27, 1913	Sept. 4, 1913	Rochester & Lake Ontario Water Company	6	Monroe.
647	Aug 27, 1913	Sept. 4, 1913	Rochester & Lake Ontario Water Company	538	Monroe.
648	Aug. 27, 1913	Sept. 4, 1913	Rochester & Lake Ontario Water Company	173, Sec. 2	Monroe.
649	Aug 27, 1913	Sept. 4, 1913	Rochester & Lake Ontario Water Company	173, Sec. 2	Monroe.
650	Sept. 3, 1913	Sept. 5, 1913	Scott Bros	503	Westchester.
651	Sept. 3, 1913	Sept 5, 1913	Binghamton Gas Works	5339	Broome.
652	July 3, 1913	Sept. 8, 1913	Rochester & Lake Ontario Water Company	108, Sec. 1	Monroe.
653	Sept. 3, 1913	Sept. 9, 1913	Syracuse Lighting Company	5365	Onondaga.

654	Sept 3, 1913	Sept. 9, 1913	Syracuse Lighting Company	Pet 1756	Onondaga.
655	Sept. 3, 1913	Sept. 9, 1913	Syracuse Lighting Company	Pet 1261-H	Onondaga.
656	Sept. 3, 1913	Sept. 10, 1913	Rochester & Lake Ontario Water Company	173, Sec 2	Monroe.
657	Sept 3, 1913	Sept. 10, 1913	Rochester & Lake Ontario Water Company	166, Sec. 1	Monroe.
658	Sept 3, 1913	Sept. 10, 1913	Rochester & Lake Ontario Water Company	173, Sec. 2	Monroe.
659	Sept. 3, 1913	Sept 10, 1913	Rochester & Lake Ontario Water Company	6, Sec 1	Monroe.
660	Sept. 3, 1913	Sept. 10, 1913	Rochester & Lake Ontario Water Company	276, Sec. 1	Monroe.
661	Sept. 3, 1913	Sept 12, 1913	Thomas Byrnes, Jr	780	Westchester.
662	Sept 10, 1913	Sept. 15, 1913		5371	Westchester.
663	Sept. 6, 1913	Sept 15, 1913		231	Ulster.
664	Sept 10, 1913	Sept. 16, 1913		949	Rensselaer.
665	Sept. 17, 1913	Sept. 22, 1913		5301	Suffolk.
666	Sept. 18, 1913	Sept. 23, 1913		900	Westchester.
667	Sept. 20, 1913	Sept. 24, 1913		5355	Westchester.
668	Sept 18, 1913	Sept. 24, 1913		5044	Oswego.
669	Sept. 17, 1913	Sept. 24, 1913		202	Rensselaer.
670	Sept 20, 1913	Sept. 25, 1913		250	Oneida.
671	Sept. 20, 1913	Sept. 25, 1913		280	Oneida.
672	Sept. 25, 1913	Sept 29, 1913		22	Albany
673	Sept. 10, 1913	Sept. 30, 1913		923	Genesee.
674	Sept 25, 1913	Oct 1, 1913		339	Madison.
675	Aug. 23, 1913	Sept. 25, 1913		276	Monroe.
676	Sept. 20, 1913	Oct. 4, 1913		1111	Oneida.
677	Oct. 1, 1913	Oct. 6, 1913		403	Monroe.
678	Oct. 1, 1913	Oct. 6, 1913		634	Monroe.
679	Oct. 1, 1913	Oct. 6, 1913		5190	Tompkins.
680	Oct. 1, 1913	Oct. 6, 1913		5346	Oneida.
681	Oct. 1, 1913	Oct. 7, 1913		527	Erie.
682	Oct. 3, 1913	Oct. 7, 1913		18. 34, 503	Westchester.
683	Oct. 3, 1913	Oct. 7, 1913	Westchester Lighting Company	503	Westchester.
684	Oct. 1, 1913	Oct. 3, 1913	B. J. Pepper	893	Wyoming.
685	Oct. 3, 1913	Oct. 8, 1913	Oswego River Power Transmission Company	450	Oswego.
686	Oct. 3, 1913	Oct. 8, 1913	Rochester & Lake Ontario Water Company	538	Monroe.
687	Oct. 3, 1913	Oct. 9, 1913	Rochester & Lake Ontario Water Company	536	Monroe.
688	Oct. 4, 1913	Oct. 10, 1913		503	Westchester.
689	Oct. 4, 1913	Oct. 10, 1913	Company	52	Westchester.
690	Oct. 10, 1913	Oct. 14, 1913		971	Onondaga.
691	Oct. 10, 1913	Oct. 15, 1913		Route 41	Westchester.
692	Oct. 10, 1913	Oct. 15, 1913		459	Herkimer.
693	Oct. 16, 1913	Oct. 20, 1913		5107	Rensselaer.
694	Oct. 16, 1913	Oct. 20, 1913		556, 506	Onondaga & Madison
695	Oct. 4, 1913	Oct. 21, 1913		973	Oswego.
696	Oct. 16, 1913	Oct. 21, 1913		1	Schenectady.
697	Oct 16, 1913	Oct. 21, 1913		5132	Schenectady
698	Oct. 15, 1913	Oct. 22, 1913		Route 41	Westchester.
699	Oct. 15, 1913	Oct. 22, 1913		Route 41	Westchester.
700	Oct. 15, 1913	Oct. 22, 1913		Blanket	St. Lawrence.
701	Oct. 15, 1913	Oct. 23, 1913	pany	5291	Yates.

Permits issued for improvements by State aid—Concluded.

PERMIT NO.	Date of approval.	Date of permit.	Issued to.	Road No.	County.
702	Oct. 16, 1913	Oct. 24, 1913		6, Sec. 1	Monroe.
703	Oct. 16, 1913	Oct 24, 1913		6, Sec. 1	Monroe.
704	Oct. 16, 1913	Oct. 25, 1913		5093	Monroe.
705	Oct. 1, 1913	Oct. 25, 1913		166	Monroe.
706	Oct. 10, 1913	Oct. 6, 1913		357	Chemung.
707	Oct. 16, 1913	Oct. 28, 1913		896	Onondaga.
708	Oct. 24, 1913	Oct. 29, 1913		5249	Onondaga.
709	Sept 20, 1913	Oct. 29, 1913		250	Oneida.
710	Oct 27, 1913	Oct. 30, 1913		561	Oneida.
711	Oct. 27, 1913	Oct. 30, 1913		912	Suffolk.
712	Oct. 27, 1913	Oct. 30, 1913		912	Suffolk.
713	Oct 27, 1913	Oct. 31, 1913		561	Oneida.
714	Oct. 27, 1913	Oct. 31, 1913		561	Oneida.
715	Oct. 27, 1913	Nov 1, 1913		454	Tompkins.
716	Oct. 27, 1913	Nov. 1, 1913		454	Tompkins.
717	Oct. 16, 1913	Nov. 1, 1913		475	Niagara.
718	Oct 29, 1913	Nov 3, 1913		341	Columbia.
719	Oct. 30, 1913	Nov. 5, 1913		173	Monroe.
720	Oct. 31, 1913	Nov 5, 1913		398	Orleans & Monroe.
721	Sept. 27, 1913	Nov. 7, 1913		610	Saratoga.
722	Nov. 5, 1913	Nov 7, 1913		297-933	Oneida
723	Nov. 3, 1913	Nov. 7, 1913		5081	Ontario.
724	Oct. 29, 1913	Nov 7, 1913		5058	Cortland.
725	Oct. 28, 1913	Nov. 12, 1913		333	Ontario.
727	Nov. 8, 1913	Nov. 12, 1913		5220	Niagara.
728	Nov. 1, 1913	Nov. 13, 1913		5377	Broome.
729	Nov. 1, 1913	Nov. 13, 1913		5377	Broome
730	Nov. 11, 1913	Nov. 13, 1913		5359	Westchester.
731	Nov. 11, 1913	Nov. 15, 1913		5296	Sullivan.
732	Nov. 13, 1913	Nov 17, 1913		231	Ulster.
733	Nov. 13, 1913	Nov. 17, 1913		168, Sec. 1	Monroe
734	Nov 14, 1913	Nov 18, 1913		Route 30	Monroe & Wayne.
735	Nov 11, 1913	Nov. 18, 1913		5283	St Lawrence.
736	Nov. 13, 1913	Nov 19, 1913		100	Monroe.
737	Nov 13, 1913	Nov 19, 1913		101	Monroe.
738	Nov 13, 1913	Nov. 19, 1913		713	Niagara.
739	Nov 20, 1913	Nov. 22, 1913		657	Westchester.
740	Nov. 20, 1913	Nov 22, 1913		865	Westchester
741	Nov 20, 1913	Nov. 24, 1913		923	Genesee.
742	Nov. 20, 1913	Nov. 24, 1913		176	Albany.

743	Nov. 20, 1913	Nov. 24, 1913		723	Washington.
744	Oct. 27, 1913	Nov. 25, 1913		231	Ulster
745	Nov 21, 1913	Nov. 25, 1913		276, Sec. 1	Monroe.
746	Nov 21, 1913	Nov. 26, 1913		5371	Westchester.
747	Nov 21, 1913	Nov 26, 1913		912	Suffolk.
748	Nov 20, 1913	Nov. 26, 1913		5232	Suffolk.
749	Nov 21, 1913	Nov 26, 1913		5017	Wayne.
750	Nov. 25, 1913	Dec. 1, 1913		5360	Westchester.
751	Nov 28, 1913	Dec 1, 1913		538	Monroe.
752	Nov. 28, 1913	Dec. 1, 1913		294	Monroe.
753	Nov. 25, 1913	Dec. 1, 1913		Route 30	Franklin.
754	Nov. 28, 1913	Dec. 3, 1913		403	Monroe.
755	Dec. 4, 1913	Dec. 10, 1913		667	Westchester.
756	Nov. 29, 1913	Dec. 10, 1913		5139	Oneida.
757	Dec. 11, 1913	Dec. 15, 1913		108	Montgomery.
758	Dec. 13, 1913	Dec. 17, 1913		2-R-2	Erie.
759	Dec 13, 1913	Dec. 17, 1913		128	Erie.
760	Dec. 15, 1913	Dec. 19, 1913		5	Monroe.
761	Dec 16, 1913	Dec. 17, 1913		538	Monroe.
762	Dec 15, 1913	Dec. 19, 1913		401	Monroe.
763	Dec. 20, 1913	Dec 23, 1913		5052	Oneida.
764	Dec. 20, 1913	Dec. 24, 1913		39	Saratoga.
765	Dec 20, 1913	Dec. 26, 1913		538	Monroe.
766	Dec. 18, 1913	Dec 27, 1913		5371	Westchester.
767	Dec. 20, 1913	Dec. 30, 1913		128	Erie.
768	Dec. 22, 1913	Jan. 2, 1914		15	Monroe.
769	Dec. 20, 1913	Jan. 2, 1914	New York State Railways	101	Monroe.
770	Dec. 4, 1913	Jan. 6, 1914	Sewer Commission, Sewer District No. 2, Greece, N. Y.	276	Monroe.

THE FOLLOWING PROPOSALS WERE RECEIVED AND CONTRACTS AWARDED DURING 1913 FOR THE CONSTRUCTION AND REPAIR OF STATE AND COUNTY HIGHWAYS.

JULY 28, 1913.

ROAD NO. 1061 — DUNKIRK CITY, CHAUTAUQUA COUNTY — 0.59 MILES.

Name and address of bidder.	Amount.
Lawrence Schultz, Fredonia, N. Y.....	$17,983 00
Lake Shore Cons. & Supply Co., Dunkirk, N. Y.	17,773 00
P. H. Gogan, Fredonia, N. Y.....	17,243 20
Harry B. Harrison, E. Rochester, N. Y.....	21,281 95
Hurley & Lyne, Fredonia, N. Y.....	18,544 75
Constantine Cons. Co., Buffalo, N. Y.....	17,010 25

Awarded to Constantine Cons. Co.

ROAD NO. 1114 — MILLBROOK VILLAGE, DUTCHESS COUNTY — 3.01 MILES.

Richard P. Stanton, Millbrook, N. Y.....	$42,000 00
Winston & Co., Brown Sta., N. Y.....	46,648 50
Alfred Price, New York city.....	47,106 90
Ernest L. Abraham, Hackensack, N. Y.....	49,600 00
W. J. Mertz, Port Chester	49,850 00
Frank J. Gallagher, Brooklyn	59,776 00
R. B. Kennedy, Utica, N. Y.....	45,171 00
DeGraff & Hogeboom, Kingston, N. Y.....	55,981 05

Awarded to Richard P. Stanton.

ROAD NO. 1063, TONAWANDA CITY–NIAGARA & ELLICOTT STS., ERIE CO.— 2.25 MILES.

Henry P. Burghard, Buffalo, N. Y.....	$58,666 50
Frontier Cons. Co., Buffalo, N. Y.....	59,808 00
Constantine Cons. Co., Buffalo, N. Y.....	57,530 50
Miller & Knickenberg, Buffalo, N. Y.....	65,894 00
McGuire & Fahey, Hornell, N. Y.....	57,711 00

Name and address of bidder.	Amount.
Louis H. Gipp, Buffalo, N. Y.....	$58,888 00
Barnard & Bennett, Rochester, N. Y.....	61,268 00
S. V. R. Malcolm, Medina, N. Y.....	58,206 50
Reynold & Roger, Tonawanda, N. Y.....	64,339 50
John Johnson Cons. Co., Buffalo, N. Y.....	56,710 00
P. H. Gogan, Fredonia, N. Y.....	59,000 50
Barrally & Ingersoll, Rochester, N. Y.....	61,340 00
Richard C. Bush, Tonawanda, N. Y.....	56,964 50

Awarded to John Johnson Cons. Co.

ROAD NO. 1065 — ALDEN VILLAGE, ERIE COUNTY — 1.66 MILES.

Thos. Fitzgerald Co., Buffalo, N. Y.....	$38,602 30
Frank L. Cohen, Buffalo, N. Y.....	42,720 71
Harry B. Harrison, E. Rochester, N. Y.....	42,178 15
McGuire & Fahey, Hornell, N. Y.....	47,248 85
F. W. Hamilton, Rochester, N. Y.....	44,210 65
Olean Engr. & Cons. Co., Olean, N. Y.....	41,987 05
Miller & Hyde, Rochester, N. Y.....	42,470 88
H. B. Burghard, Buffalo, N. Y.....	40,184 25
Constantine Cons. Co., Buffalo, N. Y.....	38,811 80
Barnard & Bennett Co., Rochester, N. Y.....	41,191 30
John D. Rust, Akron, N. Y.....	39,096 36
F. J. Mumm Cons. Co., Buffalo, N. Y.....	42,016 40
John Johnson Cons. Co., Buffalo, N. Y.....	38,204 24
Hurley & Lyne, Fredonia, N. Y.....	40,763 14
Miller & Knickenberg, Buffalo, N. Y.....	43,360 08
C. E. Aldrich, Rochester, N. Y.....	37,793 30

Awarded to John Johnson Cons. Co.

ROAD NO. 1097 — CHURCHVILLE-BERGEN, GENESEE COUNTY — 0.44 MILES.

Whitmore, Rauber & Vicinus, Rochester, N. Y.	$8,610 00
F. J. Mumm Cont. Co., Buffalo, N. Y.....	10,087 20

Awarded to Whitmore, Rauber & Vicinus.

ROAD No. 1085 — LOCKPORT CITY; SOUTH TRANSIT ST., NIAGARA COUNTY — 0.97 MILES.

Name and address of bidder.	Amount.
C. B. Whitmore & Co., Lockport, N. Y.....	$47,847 50
Constantine Cons. Co., Buffalo, N. Y.....	43,280 00
Barrally & Ingersoll, Rochester, N. Y.....	44,455 00
H. N. Cowles, Rochester, N. Y.....	45,705 00
McGuire & Fahey, Hornell, N. Y.....	41,997 50
A. H. Myer, Williamsville, N. Y.....	43,315 00
F. M. McInroy, Lockport, N. Y.....	43,992 00
Barnard & Bennett, Rochester, N. Y.....	45,158 00
F. J. Mumm Cont. Co., Buffalo, N. Y.....	48,370 00
Merritt Cons. Co., Tuckahoe, N. Y.....	45,653 00
John Johnson Cons. Co., Buffalo, N. Y.....	42,065 50
Harry B. Harrison, E. Rochester, N. Y.....	49,755 00
S. V. R. Malcolm, Medina, N. Y.....	43,284 00
C. N. Stanthrope, Lockport, N. Y.....	46,592 50

Awarded to John Johnson Cons. Co.

ROAD No. 1086 — LOCKPORT CITY; WEST AVENUE, NIAGARA COUNTY — 0.69 MILES.

F. M. McInroy, Lockport, N. Y.....	$38,895 00
Barrally & Ingersoll, Rochester, N. Y.....	37,094 50
J. Johnson Cons. Co., Buffalo, N. Y.....	38,453 60
C. N. Stanthrope & Co., Lockport, N. Y.....	45,417 50
Merritt Cons. Co., Tuckahoe, N. Y.....	37,323 00

Awarded to Barrally & Ingersoll.

ROAD No. 1107, ORISKANY FALLS VILLAGE, ONEIDA COUNTY — 0.22 MILES.

Valley Cons. Co., Sidney, N. Y.....	$2,755 85
Roger B. Kennedy, Utica, N. Y.....	2,984 70

Awarded to Valley Cons. Co.

ROAD NO. 1043, FABIUS VILLAGE, ONONDAGA COUNTY — 1.31 MILES.

Name and address of bidder.	Amount.
John Johnson Cons. Co., Buffalo, N. Y.....	$16,516 70
Valley Cons. Co., Sidney, N. Y.....	18,366 84
Ripton & Murphy, Rochester, N. Y.....	23,198 30
Frank S. Sparta, Syracuse, N. Y.....	19,955 65
Pathfinder Cons. Co., Fulton, N. Y.....	19,699 00
Richard Hopkins, Troy, N. Y.....	19,305 00
W. F. Cogley, Utica, N. Y.....	17,776 05
Chas. O. McComb, Syracuse, N. Y.....	16,193 37
Roger B. Kennedy, Utica, N. Y.....	18,832 50

Awarder to Chas. O. McComb.

ROAD NO. 1069 — ONONDAGA VALLEY, ONONDAGA COUNTY — 0.32 MILES.

Gafey & Burns, Syracuse. N. Y.....	$4,741 75
Valley Cons. Co., Sidney, N. Y.....	3,827 75
Greenfield Cons. Co., Hornell, N. Y.....	3,685 30
Kennedy Cons. Co., Albany, N. Y.....	4,793 00

Awarded to Greenfield Cons. Co.

ROAD NO. 1070 — VESPER-TULLY, ONONDAGA COUNTY — 1.68 MILES.

Greenfield Cons. Co., Hornell, N. Y.....	$18,168 40
Valley Cons. Co., Sidney, N. Y.....	20,249 30
Thomas Grady, Rochester, N. Y.....	20,513 75
Ripton & Murphy, Rochester, N. Y.....	22,146 10
Roger B. Kennedy, Utica, N. Y.....	20,578 20
J. H. Weidman, Syracuse, N. Y.....	18,409 25
Richard Hopkins, Troy, N. Y.....	19,589 00
John Johnson Cons. Co., Buffalo, N. Y.....	19,243 35
Chas. O. McComb, Syracuse, N. Y.....	19,550 30

Awarded to Greenfield Cons. Co.

ROAD NO 1071 — AMBER HAMLET, ONONDAGA COUNTY — 1.99 MILES.

Name and address of bidder.	Amount.
J. H. Weidman, Syracuse, N. Y.....	$25,746 50
John Johnson Cons. Co., Buffalo, N. Y.....	23,620 80
W. F. Cogley, Utica, N. Y.....	25,810 18
Richard Hopkins, Troy, N. Y.....	23,481 00
Valley Cons. Co., Sidney, N. Y.....	24,208 89
Kirk & Rawlin Co., Syracuse, N. Y.....	24,791 58

Awarded to John Johnson Cons. Co.

ROAD NO. 5386 — CANANDAIGUA VILLAGE; WEST AVENUE, ONTARIO COUNTY — 0.91 MILES.

Aikenhead, Bailey & Donaldson, Rochester, N. Y.	$21,592 00
W. H. Madden, Rochester, N, Y.....	22,739 20
John Johnson Cons. Co., Buffalo, N. Y.....	21,805 40
Thomas Grady, Rochester, N. Y.....	25,263 75
Chambers & Barnes, Rochester, N. Y.....	23,787 20
Kennedy Cons. Co., Albany, N. Y.....	21,758 50

Awarded to Aikenhead, Bailey & Donaldson.

ROAD NO. 5387 — PEEKSKILL-FISHKILL, PART 2, PUTNAM COUNTY — 2.38 MILES.

Wm. McCabe Const. Co., White Plains, N. Y..	$33,545 59
Lounsberry & Sons' Co., Peekskill, N. Y.....	33,800 00
John F. Donovan, Saugerties, N. Y.....	30,954 99
W. L. Lawton, Glens Falls, N. Y.....	36,207 59
Richard Hopkins, Troy, N. Y.....	32,441 05
Ernest Abraham, Hackensack, N. J.....	32,844 27
Schunnemunk Cons. Co., Highland Mills, N. Y.	31,071 15

Awarded to John F. Donovan.

ROAD NO. 1108 — POTSDAM VILLAGE, ST. LAWRENCE COUNTY — 2.19 MILES.

Name and address of bidder.	Amount.
Winston & Co., Brown's Station, N. Y.....	$34,144 50
Roger B. Kennedy, Utica, N. Y.....	33,756 40
Richard Hopkins, Troy, N. Y.....	28,462 10
Valley Cons. Co., Sidney, N. Y.....	33,918 80

Awarded to Richard Hopkins.

ROAD NO. 1080 — HUDSON FALLS VILLAGE, WASHINGTON COUNTY — 0.97 MILES.

Flood & Van Wirt, Hudson Falls, N. Y.....	$8,142 60
C. J. Reardon, Glens Falls, N. Y.....	7,661 70
W. L. Lawton, Glens Falls, N. Y.....	7,598 00

Awarded to W. L. Lawton.

AUGUST 4, 1913.

Albany County.

REPAIR CONTRACT NO. 464 — HIGHWAY NO. 365, GUILDERLAND CENTER-GUILDERLAND ROAD — RESURFACE.

J. J. Maloy, Schenectady, N. Y.....	$15,087 50
John H. Gordon, Albany, N. Y.....	16,128 80
Thomas F. Murphy, Delmar, N. Y.....	15,564 40

No award.

REPAIR CONTRACT NO. 463 — HIGHWAY NO. 176, ALBANY-SCHENECTADY, SECTION 1 — RESURFACE.

Rob Roy Contracting Co., Albany, N. Y.....	$9,470 00

Awarded to Rob Roy Contracting Co.

REPAIR CONTRACT NO. 462 — HIGHWAY NO. 385, ALBANY-SCHENECTADY, SECTION 2 — RESURFACE.

J. J. Maloy, Schenectady, N. Y.....	$24,046 20
Rob Roy Contracting Co., Albany, N. Y.....	24,099 10

Awarded to J. J. Maloy.

REPAIR CONTRACT No. 465 — HIGHWAY No. 5010, SLINGERLANDS-NEW SCOTLAND, ALBANY COUNTY — RESURFACE.

Name and address of bidder.	Amount.
Roger B. Kennedy, Utica, N. Y.....	$16,197 50
Thomas F. Murphy, Delmar, N. Y.....	17,264 50

Awarded to R. B. Kennedy.

REPAIR CONTRACT No. 467 — HIGHWAY No. 119, LOUDON, SEC. 2; HIGHWAY No. 957, COHOES CITY, COLUMBIA STREET; HIGHWAY No. 790, COHOES CITY LINE-BOGHTS CORNERS; HIGHWAY No. 604, TROY-SCHENECTADY, SEC. 3, ALBANY COUNTY — RESURFACE.

John W. Flynn, Waterford, N. Y.....	$28,416 10
Rob Roy Contr. Co., Albany, N. Y.....	29,812 05

Awarded to John W. Flynn.

REPAIR CONTRACT No. 408 HIGHWAYS NOS. 29, SOUTHPORT, SEC. 3; H. O. 257, GRAND CENTRAL AVENUE, SEC. 1-A; HIGHWAY No. 358, HORSEHEADS-CORNING, A; HIGHWAY No. 725, GRAND CENTRAL AVENUE, SEC. 2-A; HIGHWAY No. 358, ERIN-HORSEHEADS (STA. 47 PLUS 50 H. O. TO 486 PLUS 81), CHEMUNG COUNTY.

Hendrickson-McCabe, Spencerport, N. Y.....	$19,746 72
Murray & Ford, Elmira, N. Y.....	23,732 90
Richard Hopkins, Troy, N. Y.....	31,434 90
H. H. Ryhal & Co., Corning, N. Y.....	8,460 50

Awarded to Hendrickson & McCabe.

REPAIR CONTRACT No. 421 — HIGHWAY No. 56; PLATTSBURG-KEESVILLE, SEC. 1-H. O.; HIGHWAY No. 137, PLATTSBURG-KEESVILLE, SEC. 2-H. O., CLINTON COUNTY.

James Conway, Plattsburg, N. Y.....	$1,715 30

Awarded to J. H. Conway.

REPAIR CONTRACT No. 456 — HIGHWAY No. 657, CLINTONVILLE-KEESVILLE, CLINTON COUNTY.— RESURFACE.

Name and address of bidder.	Amount.
Dana W. Robbins, N. Y. City	$28,696 80
Keesville Road Co., Keesville, N. Y.	31,073 25
Winston & Co., Brown's Station, N. Y.	35,449 10
Roger B. Kennedy, Utica, N. Y.	29,460 70
Beede Brothers, Keene Valley, N. Y.	30,605 55
Valley Con. Co., Sidney N. Y.	31,113 55
W. L. Lawton & Co., Glens Falls, N. Y.	31,082 10

Awarded to Dana W. Robbins.

REPAIR CONTRACT No. 423 — HIGHWAY No. 649, STOTTSVILLE-C. O., COLUMBIA COUNTY.

Marks Kearney, Hudson, N. Y.	$1,618 58
J. C. Rightmyer, Hudson, N. Y.	942 04

Awarded to J. C. Rightmyer.

REPAIR CONTRACT No. 459 — HIGHWAY No. 5072, LIVINGSTON-HUDSON, PART 1, HIGHWAY No. 5073, LIVINGSTON-HUDSON, PART 2, COLUMBIA COUNTY — RESURFACE.

Salvator D'Martino, Martindale, N. Y.	$11,224 20
J. C. Rightmyer, Hudson, N. Y.	7,880 90
Marks Kearney, Hudson, N. Y.	7,499 10

No award.

REPAIR CONTRACT No. 428 — HIGHWAY No. 432, RHINEBECK-HYDE PARK (RESURFACE STA. O. O. TO STA. 105-60 TO C. O. STA. 105-60 TO 172-15), DUTCHESS COUNTY.

T. J. Martin, Beacon, N. Y.	$13,975 80
Mitchell & Kaufman, Millbrook, N. Y.	16,226 25
R. B. Kane, Hopewell Jct., N. Y.	11,546 13
Snead & Wilson, Brown's Sta., N. Y.	17,667 25
Merritt Cons. Co., Tuckahoe, N. Y.	15,161 65
R. B. Kennedy, Utica, N. Y.	14,714 50

No award.

REPAIR CONTRACT NO. 441 — HIGHWAY NO. 223, SOUTH, DUTCHESS COUNTY — RESURFACE.

Name and address of bidder.	Amount.
R. B. Kennedy, Utica, N. Y.	$27,487 95
Bridgeport Const. Co., Poughkeepsie, N. Y.	24,996 81
Merritt Const. Co., Tuckahoe, N. Y.	31,902 55
Alfred Price, New York City	24,113 39

No award.

REPAIR CONTRACT NO. 442 — HIGHWAY NO. 263, AURORA-BUFFALO, SEC. 2 (BRICK) — RESURFACE, ERIE COUNTY.

McGuire & Fahey, Hornell, N. Y.	$82,895 25
Frontier Contr. Co., Buffalo, N. Y.	79,913 50
H. P. Burgard, Buffalo, N. Y.	74,370 00
Busch & Percival, Buffalo, N. Y.	92,820 00
Fred H. Rhodey, Albion, N. Y.	81,542 00
F. J. Mumm Contr. Co., Buffalo, N. Y.	84,855 25
Miller & Knickenburg, Buffalo, N. Y.	84,507 25

Awarded to H. P. Burgard.

REPAIR CONTRACT NO. 443 — HIGHWAY NO. 264, AURORA-BUFFALO, SEC. 3 (BRICK) — RESURFACE, ERIE COUNTY.

McGuire & Fahey, Hornell, N. Y.	$14,387 10
Frank L. Cohen, Buffalo, N. Y.	15,827 50
F. J. Mumm Contr. Co., Buffalo, N. Y.	14,601 50
Busch & Percival, Buffalo, N. Y.	16,931 60
Fred H. Rhodey, Albion, N. Y.	14,479 90
H. P. Burgard, Buffalo, N. Y.	13,103 00
Miller & Knickenburg, Buffalo, N. Y.	14,471 80
Constantine Const. Co., Buffalo, N. Y.	14,495 50

Awarded to H. P. Burgard.

REPAIR CONTRACT NO. 444 — HIGHWAY NO. 272, ORCHARD PARK, SEC. 2 (BRICK AND ROCK ASPHALT) — RESURFACE, ERIE COUNTY.

Name and address of bidder.	Amount.
Miller & Knickenburg, Buffalo, N. Y.....	$10,565 90
McGuire & Fahey, Hornell, N. Y.....	8,836 00
F. L. Cohen, Buffalo, N. Y.....	10,562 00
F. J. Mumm Contr. Co., Buffalo, N. Y.....	10,003 00

Awarded to McGuire & Fahey.

REPAIR CONTRACT NO. 445 — HIGHWAY NO. 645, ORCHARD PARK-GRIFFIN MILLS, SECS. 1 AND 2 (BRICK AND ROCK ASPHALT) — RESURFACE, ERIE COUNTY.

J. D. Rust, Akron.....	$36,871 10
Miller & Knickenburg, Buffalo, N. Y.....	40,363 60
F. L. Cohen, Buffalo, N. Y.....	36,866 00
F. J. Mumm Contr. Co., Buffalo, N. Y.....	40,727 60

Awarded to F. L. Cohen.

REPAIR CONTRACT NO. 446 — HIGHWAY NO. 642, ANGOLA BRANT BRICK AND ROCK ASPHALT) — ANGOLA EVANS CTR.— RESURFACE, ERIE COUNTY.

F. L. Cohen, Buffalo, N. Y.....	$37,450 80
Miller & Knickenburg, Buffalo, N. Y.....	40,139 20
F. J. Mumm Contr. Co., Buffalo, N. Y.....	39,292 80
McGuire & Fahey, Hornell, N. Y.....	33,331 00

Awarded to McGuire & Fahey.

REPAIR CONTRACT NO. 447 — HIGHWAY NO. 373, GOODRICH (ROCK ASPHALT ½ MILE IN CLARENCE CTR) — RESURFACE, ERIE COUNTY.

F. L. Cohen, Buffalo, N. Y.....	$6,565 00
Cold Spring Const. Co., Buffalo, N. Y.....	3,481 00
F. J. Mumm Contr. Co., Buffalo, N. Y.....	4,222 00

Awarded to Cold Spring Const. Co.

REPAIR CONTRACT NO. 420 — HIGHWAY NO. 744, PORT HENRY-WESTPORT, SEC. 2, H. O., ESSEX COUNTY.

Name and address of bidder.	Amount.
Defiance Corporation, Ticonderoga, N. Y.....	$2,951 05
James Conway, Plattsburgh, N. Y.....	4,350 70

All bids rejected.

REPAIR CONTRACT NO. 458, HIGHWAY 232, OLD STATE — RESURFACE, ESSEX COUNTY.

Keeseville Road Company, Keeseville, N. Y....	$14,920 55
Snead & Wilson, Brown's Station, N. Y.....	16,268 99
Beede Bros., Keene Valley, N. Y.....	14,302 96

Awarded to Beede Bros.

REPAIR CONTRACT NO. 439 — HIGHWAY NO. 701, MALONE-NO. BANGOR, FRANKLIN CO.— RESURFACE.

Wm. T. Cogley, Utica, N. Y.....	$31,126 20
W. F. Thayer, Chateaugay, N. Y.....	36,992 80
Winston & Co. Brown's Sta., N. Y.....	42,310 00
Richard Hopkins, Troy, N. Y.....	35,239 60

Awarded to W. F. Cogley.

REPAIR CONTRACT NO. 424 — HIGHWAY NO. 248, GLOVERSVILLE-BROADALBIN, H. O.; HIGHWAY NO. 543, JOHNSTOWN-BROADALBIN, SEC. 2, H. O., FULTON COUNTY.

S. B. Van Wagonen, Rondout, N. Y.....	$7,552 64
John J. Vedder, Fultonville, N. Y.....	6,716 32

Awarded to John J. Vedder.

REPAIR CONTRACT No. 451 — HIGHWAY No. 361, JOHNSTOWN-TRIBES HILL, FULTON COUNTY — RESURFACE.

Flood & VanWirt, Hudson Falls, N. Y.....	$9,608 39
J. J. Vedder, Fultonville, N. Y.....	8,188 43
S. B. VanWagonen, Rondout, N. Y.....	8,710 09
Snead & Wilson, Brown's Sta., N. Y.....	12,494 63
W. F. Cogley, Utica, N. Y.....	9,232 89
R. B. Kennedy, Utica, N. Y.....	9,984 31

Awarded to John J. Vedder.

REPAIR CONTRACT No. 458 — HIGHWAY No. 362, NORTHVILLE-CHAPMAN'S CORS.; HIGHWAY No. 363, MAYFIELD-NORTHVILLE, SEC. 1 — RESURFACE, FULTON COUNTY.

Flood & VanWirt, Hudson Falls, N. Y.....	$17,002 30
John J. Vedder, Fultonville, N. Y.....	15,777 75
S. B. VanWagonen, Rondout, N. Y.....	14,404 95
W. F. Cogley, Utica, N. Y.....	14,671 25
Winston & Co., Brown's Sta., N. Y.....	19,067 10
R. B. Kennedy, Utica, N. Y.....	15,333 60
Herlihy Contr. Co., Glens Falls, N. Y.....	15,324 60

Awarded to S. B. Van Wagonen.

REPAIR CONTRACT No. 440 — HIGHWAY No. 277, LAKE PLEASANT-SPECULATOR — RESURFACE, HAMILTON COUNTY.

Winston & Co., Brown's Sta., N. Y.....	$40,460 18
Richard Hopkins, Troy, N. Y.....	35,692 36
Creeden & Pitou, Lake Pleasant, N. Y.....	28,609 18
Herlihy Contr. Co., Glens Falls, N. Y.....	30,016 90

Awarded to Creeden & Pitou.

REPAIR CONTRACT, No. 417 — HIGHWAY No. 460, HERKIMER-MIDDLEVILLE, H. O.; HIGHWAY No. 461, MIDDLEVILLE-POLAND, HERKIMER COUNTY, H. O.; HIGHWAY No. 359, FRANKFORT, UTICA, SEC. 2 — A.

B. F. S. Company, Herkimer, N. Y.....	$17,131 00
Wm. F. Cogley, Utica, N. Y.....	14,881 00
Betts & Poice, Remsen, N. Y.....	20,820 40
R. D. Cooper, Little Falls, N. Y.....	16,608 00

Awarded to W. F. Cogley.

REPAIR CONTRACT No. 434, HIGHWAY No. 360, POLAND-COLD BROOK, HERKIMER COUNTY — RESURFACE.

Name and address of bidder.	Amount.
R. D. Cooper, Little Falls, N. Y.....	$3,309 00
R. B. Kennedy, Utica, N. Y.....	3,791 00
B. F. S. Company, Herkimer, N. Y.....	4,481 00
Wm. F. Cogley, Utica, N. Y.....	3,510 50

Awarded to R. D. Cooper.

REPAIR CONTRACT No. 435, HIGHWAY No. 458, HERKIMER-FRANKFORT (STA. 30–0 to 100–0) — HERKIMER COUNTY, RESURFACE.

R. D. Cooper, Little Falls, N. Y.....	$10,057 50
Ætna Eng. Cont. Co., Herkimer, N. Y.....	11,939 00
Wm. F. Cogley, Utica, N. Y.....	9,513 00
R. B. Kennedy Utica, N. Y.....	9,344 00

Awarded to Wm. F. Cogley.

REPAIR CONTRACT No. 430— ROAD No. 147, BURRS MILLS (STA. 0 TO 34–0, BRICK)— JEFFERSON COUNTY, RESURFACE.

Burns Bros. & Haley, Watertown, N. Y.....	$24,916 80
Thos. O'Brien, Watertown, N. Y.....	27,219 00
R. B. Kennedy, Utica, N. Y.....	23,767 90

Awarded to R. B. Kennedy.

REPAIR CONTRACT No. 438 — HIGHWAY No. 427, WATERTOWN-CARTHAGE, SEC. 2 (BRICK) — JEFFERSON COUNTY, RESURFACE.

Thos. O'Brien, Watertown, N. Y.....	$8,378 00
Burns Bros. & Haley, Watertown, N. Y.....	7,722 00

Awarded to Burns Bros. & Haley.

MONTGOMERY COUNTY.

REPAIR CONTRACT No. 422 — HIGHWAY No. 298, AMSTERDAM-HAGAMAN, H. O.; HIGHWAY No. 345, CANAJOHARIE-SPROUT BROOK, H. O.; HIGHWAY No. 347, CANAJOHARIE-SHARON SPRINGS, SEC. 2, H. O.; HIGHWAY No. 32, AMSTERDAM-MINAVILLE, SEC. 2; HIGHWAY No. 301, MINAVILLE-SCOTCH BUSH; HIGHWAY No. 107, FULTONVILLE-GLEN; HIGHWAY No. 155, FONDA-WEST; HIGHWAY No. 304, SPRAKERS-RURAL GROVE, SEC. 1; HIGHWAY No. 346, SPRAKERS-RURAL GROVE, SEC. 2.

Name and address of bidder.		Amount.
Mohawk Contracting Co., Amsterdam, N. Y.	$2,250 13	
	3,833 01	
	762 81	
	1,814 60	
	2,307 96	
	3,140 34	
	2,684 42	
	6,486 94	
	3,164 32	
		$26,444 73
J. J. Vedder, Fultonville, N. Y..	$2,200 06	
	3,573 16	
	744 95	
	1,799 92	
	2,220 47	
	3,091 93	
	2,220 27	
	5,667 98	
	2,442 60	
		23,961 14

Awarded to J. J. Vedder.

REPAIR CONTRACT No. 454 — HIGHWAY No. 456, AMSTERDAM-MINAVILLE, SEC. 2; HIGHWAY No. 158, NORTHAMPTON — RESURFACE, MONTGOMERY COUNTY.

Name and address of bidder.	Amount.
R. B. Kennedy, Utica, N. Y.....	$9,110 33
J. J. Vedder, Fultonville, N. Y.....	9,024 18
Mohawk Contr. Co., Amsterdam, N. Y.....	8,939 90

Awarded to Mohawk Contr. Co.

REPAIR CONTRACT No. 455 — HIGHWAY No. 864, FULTONVILLE VILLAGE-FONDA VILLAGE, RESURFACE MONTGOMERY COUNTY.

Mohawk Contr. Co., Amsterdam, N. Y.....	$906 00
Wm. R. Schuyler, Fonda, N. Y.....	975 00
W. J. Conway, Canajoharie, N. Y.....	883 00
R. Hopkins, Troy, N. Y.....	1,193 00
Ætna Engr. & Contr. Co., Herkimer, N. Y.....	928 50
J. J. Vedder, Fultonville, N. Y.....	802 50

Awarded to J. J. Vedder.

REPAIR CONTRACT No. 418 — HIGHWAY No. 839, AUGUSTA-KNOXBORO, H. O.; HIGHWAY No. 369, AUGUSTA-ORISKANY FALLS, H. O.; HIGHWAY No. 368, AUGUSTA, SEC., H. O.; HIGHWAY No. 297, MOHAWK RIVER-DEERFIELD, H. O.— ONEIDA COUNTY.

Dana W. Robbins, New York City, N. Y.....	$12,050 75
Betts & Boice, Remsen, N. Y.....	16,478 70
Paddleford & King, Sherburne, N. Y.....	13,670 00
Valley Const. Co., Sidney, N. Y.....	13,351 60
Richard Hopkins, Troy, N. Y.....	16,213 00
H. W. Roberts & Co., Utica, N. Y.....	15,320 50

Awarded to Dana W. Robbins.

REPAIR CONTRACT No. 431 — HIGHWAY No. 250, UTICA-ONEIDA CASTLE, SEC. 1 (STA. 128–80, 266–08) — ONEIDA COUNTY, RESURFACE.

Name and address of bidder.	Amount.
W. F. Cogley, Utica, N. Y.	$20,225 20
R. B. Kennedy, Utica, N. Y.	20,579 80
J. H. Weidman, Syracuse, N. Y.	20,977 40
P. H. Murray, Rochester, N. Y.	21,444 30
Kennedy Const. Co., Albany, N. Y.	21,262 80
Valley Const. Co., Sidney, N. Y.	24,068 30
Barnard & Bennett Co., Rochester, N. Y.	20,947 40

No award.

REPAIR CONTRACT No. 432 — HIGHWAY No. 3, DEERFIELD — RESURFACING, ONEIDA COUNTY.

Ætna Engr. Contr. Co., Herkimer, N. Y.	$14,472 00
Kennedy Const. Co., Albany, N. Y.	11,898 00
R. B. Kennedy, Utica, N. Y.	11,568 30
Wm. F. Cogley, Utica, N. Y.	11,947 40
R. B. Cooper, Little Falls, N. Y.	13,233 10

No award.

REPAIR CONTRACT No. 433 — HIGHWAY No. 139, HAMILTON BRIDGE — ONEIDA COUNTY, RESURFACE.

Valley Const. Co., Sidney, N. Y.	$7,563 00
J. H. Weidman, Syracuse, N. Y.	7,996 50
W. F. Cogley, Utica, N. Y.	7,709 50
R. B. Kennedy, Utica, N. Y.	8,247 50
Barnard & Bennett, Rochester, N. Y.	8,369 00

No award.

REPAIR CONTRACT No. 410 — HIGHWAY No. 708, SIDNEY-UNADILLA, A; HIGHWAY No. 221, EDMESTON, H. O.; HIGHWAY No. 677, EDMESTON-W. BURLINGTON-KELSEY'S CORS., H. O.; HIGHWAY No. 784, COOPERSTOWN-THREE MILE PT., C. O., OTSEGO COUNTY.

H. W. Roberts & Co., Utica, N. Y.	$13,575 95

All bids rejected.

REPAIR CONTRACT No. 411 — HIGHWAY No. 318, COLLIERSVILLE-MILFORD CTR., H. O.; HIGHWAY No. 316, COLLIERSVILLE-AMMONS, H. O.; HIGHWAY No. 162, ONEONTA (ASPHALT); HIGHWAY No. 675, OTEGO-ONEONTA, H. O.; HIGHWAY No. 782, OTEGO VILLAGE, H. O.

Name and address of bidder.	Amount.
Dana W. Robbins, New York City, N. Y.....	$9,474 70

All bids rejected.

REPAIR CONTRACT No. 412 — HIGHWAY No. 220, WORCESTER, H. O.; HIGHWAY No. 935, SCHENEVUS-WESTFORD, PT. 1, H. O.; HIGHWAY No. 319, SCHENEVUS-MARYLAND, C. O.; HIGHWAY No. 674, MILFORD-CENTER MILFORD, H. O.— OTSEGO COUNTY.

(No bids.)

REPAIR CONTRACT No. 453 — HIGHWAY No. 5107, RENSSELAER CITY — RESURFACE; HIGHWAY No. 202, BOSTON-ALBANY — RENSSELAER COUNTY, RESURFACE.

R. B. Kennedy, Utica, N. Y	$23,830 91
Arnold & Sherrer, Chateaugay, N. Y.....	27,685 06
J. J. Rigney, Rensselaer, N. Y.....	28,710 30

Awarded to R. B. Kennedy.

REPAIR CONTRACT No. 425 — HIGHWAY No. 443, SARATOGA-GREENFIELD; HIGHWAY No. 340, SARATOGA-CORINTH; SCHUYLERVILLE-GLENS FALLS; HIGHWAY No. 442, SARATOGA-GANSEVOORT — H. O., SARATOGA COUNTY.

Gaylord & Wells, Saratoga Spa., N. Y.....	$6,451 06
Thomas Leonard, Saratoga Spa., N. Y.....	7,254 41
Thomas Navagh, Saratoga Spa., N. Y.....	5,453 64

Awarded to Thos. Navagh.

REPAIR CONTRACT No. 448 — HIGHWAY No. 441, SARATOGA-GLEN FALLS, SECS. 4 AND 5 — RESURFACE.

Name and address of bidder.	Amount.
Winston & Co., Brown's Sta., N. Y.....	$20,233 00
Flood & Van Wirt, Hudson Falls, N. Y.....	16,274 80
J. B. Dower, Ballston Spa., N. Y.....	16,305 60
W. L. Lawton & Co., Glens Falls, N. Y.....	15,959 75
Gaylord & Wells, Saratoga Spa., N. Y.....	17,443 15

No award.

REPAIR CONTRACT No. 449 — HIGHWAY No. 59, WATERFORD, SEC. 2; HIGHWAY No. 842, WATERFORD, PT. 1; HIGHWAY No. 39, WATERFORD, SEC. 1; HIGHWAY No. 610, MECHANICVILLE-MALTA — SARATOGA COUNTY, RESURFACE.

Rob Roy Contr. Co., Albany, N. Y.....	$22,739 67
Thomas Navagh, Saratoga Spa., N. Y.....	29,828 99

Awarded to Thos. Navagh.

REPAIR CONTRACT No. 450 — HIGHWAY No. 244, SARATOGA-SCHUYLERVILLE, SARATOGA COUNTY.— RESURFACE.

Thomas Navagh, Saratoga Spa., N. Y.....	$12,324 91

Cancelled.

REPAIR CONTRACT No. 460 — HIGHWAY No. 179, SCHENECTADY-ALBANY, SCHENECTADY COUNTY. — RESURFACE.

Rob Roy Contracting Co., Albany, N. Y.....	$18,001 70

Awarded to Rob Roy Contracting Co.

REPAIR CONTRACT No. 414 — HIGHWAY No. 693, AMITYVILLE-BABYLON; HIGHWAY No. 910, SHELTER ISLAND; HIGHWAY No. 911, SAG HARBOR-NORTH HAVEN; HIGHWAY No. 912, PORT JEFFERSON-CORAM — C. O., SUFFOLK COUNTY.

Charles Hallen, Lyndenhurst, N. Y. (693 only)	$4,793 20
J. E. Murray & Co., Center Moriches, N. Y....	12,858 29
George B. Powers, Oyster Bay, N. Y.....	12,279 78
Mahler Bros., Amityville, N. Y. (693 only)...	9,184 50
Fred J. Kinney, Brooklyn, N. Y.....	11,993 65
Henry Dailey, Brooklyn, N. Y. (693 only)....	6,240 80

Awarded to Fred. J. Kinney.

REPAIR CONTRACT No. 407 — HIGHWAY No. 845, SPENCER-CANDOR, PART 1; HIGHWAY No. 5049, WAVERLY-OWEGO, PART 2 — H. O., TIOGA COUNTY.

H. L. & H. Scofield, Spencer, N. Y. (845 only).	$3,916 65
Lane Const. Corporation, Meriden, Conn.....	5,997 40
Richard Hopkins, Troy, N. Y.....	9,807 50

Awarded to Lane Const Corp.

REPAIR CONTRACT No. 409 — HIGHWAY No. 5043, ITHACA-DANBY, PART 1; HIGHWAY No. 454, ITHACA — H. O., TOMPKINS COUNTY.

No bids received.

REPAIR CONTRACT No. 413 — HIGHWAY No. 5000, SAUGERTIES-KINGSTON, PART 2 — C. O., ULSTER COUNTY.

Merritt Const. Co., Tuckahoe, N. Y.....	$6,523 40
J. F. Gallagher, Kingston, N. Y.....	6,215 70
John F. Donovan, Saugerties, N. Y.....	4,432 72
Ed. Hartness, Medina, N. Y.....	4,825 60
L. F. Hannon (P. H. & C. Co.), Kingston, N. Y.	5,175 00

Awarded to John F. Donovan.

REPAIR CONTRACT No. 426 — HIGHWAY No. 228, KINGSTON-SAUGERTIES.— RESURFACE, ULSTER COUNTY.

J. F. Donovan, Saugerties, N. Y.....	$38,054 94
L. F. Bannon (P. H. & C. Co.), Kingston, N. Y.	43,986 20
David Schoentag, Glascow, N. Y.....	37,620 65
Catskill Const. Co., Catskill, N. Y.....	35,632 96
DeGraff & Hogeboom, Kingston, N. Y.....	35,203 61
S. B. Van Wagonen, Rondout, N. Y.....	36,678 60
Merritt Const. Co., Tuckahoe, N. Y.....	52,808 20
Winston & Co., Brown's Station, N. Y.....	55,892 88

No award.

REPAIR CONTRACT No. 427 — HIGHWAY No. 31, ULSTER-DELAWARE, SECTION 3, (RET. WALL STA.) (75x50 TO 72x10)— RESURFACE, ULSTER COUNTY.

J. H. Gallagher, Kingston, N. Y.....	$3,148 00
L. F. Bannon, Kingston, N. Y.....	3,187 75
Ed. Hartney, Modena, N. Y.....	3,339 25
Grunner & Hallenbeck, Hartman, N. Y.....	2,415 00

All bids rejected.

REPAID CONTRACT No. 419 — HIGHWAY No. 722, HEBRON TOWN LINE-GRANVILLE; HIGHWAY No. 5033, SALEM-GRANVLLE.— H. O. WASHINGTON COUNTY.

Richard Hopkins, Troy, N. Y.....	$6,789 45

Awarded to Richard Hopkins.

REPAIR CONTRACT No. 452 — HIGHWAY No. 656, SANDY HILL-GLENS FALLS; HIGHWAY No. 85, FORT EDWARD-SANDY HILL.— WARREN AND WASHINGTON COUNTIES, RESURFACE.

C. J. Reardon, Glens Falls, N. Y.....	$16,278 98
Flood & Van Wirt, Hudson Falls, N. Y.....	15,895 25
Winston & Co., Brown's Station, N. Y.....	21,663 54
W. L. Lawton & Co., Glens Falls, N. Y.....	16,015 05

Awarded to Flood & Van Wirt.

REPAIR CONTRACT No. 415 — HIGHWAY No. 405, KITCHEWAN-CROTON LAKE; HIGHWAY No. 143, ECHO LAKE-PINES BRIDGE; HIGHWAY No. 768, OSSINING-KITCHEWAN; HIGHWAY No. 587, MT. KISCO-MILLWOOD (C. O.); HIGHWAY No. 54, BRIARCLIFF MANOR-ECHO LAKE (C. O. RESURFACING); HIGHWAY No. 53, MCKEELS CORNERS-BRIARCLIFF (C. O.); HIGHWAY No. 520, PLEASANTVILLE-POCANTICO HILLS (C. O.) — WESTCHESTER COUNTY.

Name and address of bidder.	Amount.
Defiance Corporation, Ticonderoga, N. Y.....	$27,734 40
F. W. McElroy, Lockport, N. Y.....	24,769 77
Hughes & Gardiner, No. Tarrytown, N. Y.....	26,921 09
Merritt Const. Co., Tuckahoe, N. Y.....	31,258 45

Awarded to F. W. McElroy.

REPAIR CONTRACT No. 429 — HIGHWAY No. 519, MT. KISCO-PLEASANTVILLE.— RESURFACING AND C. O., WESTCHESTER COUNTY.

F. N. McElroy, Buffalo, N. Y.....	$8,584 50
F. G. Fowler, Mt. Kisco, N. Y.....	9,993 25
Merritt Const. Co., Tuckahoe, N. Y.....	10,696 83
Bailey & Merritt, Port Chester, N. Y.....	8,251 00

All bids rejected.

AUGUST 18, 1913.

REPAIR CONTRACT No. 468 — HIGHWAY No. 22, LOUDON.— ALBANY COUNTY, BRICK.

John H. Gordon, Albany, N. Y.....	$14,351 00
Dollard & Heeran, Albany, N. Y.....	15,459 90
Rob Roy Cont. Co., Albany, N. Y.....	15,358 05

Awarded to John H. Gordon.

REPAIR CONTRACT No. 416 — HIGHWAY No. 127, PARK BRIDGE. BROOME COUNTY, RESURFACE.

Lane Construction Cor., Meriden, Conn.....	$14,825 26
Richard Hopkins, Troy, N. Y.....	17,015 84
Nathan E. Young, Harpursville, N. Y.....	13,546 58

No award.

REPAIR CONTRACT No. 436 — HIGHWAY No. 217, GRAND GORGE; HIGHWAY No. 145, DELAWARE RIVER; HIGHWAY No. 259, DELHI-MIDDLETOWN; HIGHWAY No. 5045, DEPOSIT-HALES EDDY.— H. O., DELAWARE COUNTY.

Name and address of bidder.	Amount.
Richard Hopkins, Troy, N. Y.....	$1,417 50
Richard Hopkins, Troy, N. Y.....	1,590 00
Richard Hopkins, Troy, N. Y.....	6,354 00
Richard Hopkins, Troy, N. Y.....	3,831 50
	$13,193 00

Awarded to Richard Hopkins.

REPAIR CONTRACT No. 471 — HIGHWAY No. 462, OLD FORGE-McKEEVER.— H. O., HERKIMER COUNTY.

R. D. Cooper, Little Falls, N. Y.....	$10,567 00
Daniel W. Robbins, New York city.....	14,325 80
Richard Hopkins, Troy, N. Y.....	15,231 60
Valley Cons. Co., Sidney, N. Y.....	11,815 80
Betts & Boice, Remsen, N. Y.....	13,767 70

No award.

REPAIR CONTRACT No. 470 — HIGHWAY No. 745, TAYLOR-SCHROON LAKE VILLAGE.— ESSEX COUNTY, RESURFACING.

No bids received.

REPAIR CONTRACT No. 472 — HIGHWAY No. 184, PIERREPONT MANOR-ELLISBURG, JEFFERSON COUNTY.— RESURFACE.

J. H. Weidman, Syracuse, N. Y.....	$14,377 00
Burns Bros. & Haley, Watertown.....	18,157 80
Valley Const. Co., Sidney	15,997 60
Richard Hopkins, Troy	16,195 20
Greece Const. Co., Rochester	17,269 20

Awarded to J. H. Weidman.

REPAIR CONTRACT No. 473 — HIGHWAY No. 545, SYOSSET-COLD SPRING HARBOR; HIGHWAY No. 547, WILLETS-EAST WILLISTON-WESTBURY POND; HIGHWAY No. 436, JERICHO TURNPIKE-PLAINVIEW; HIGHWAY No. 435, SOUTH GLENWOOD-MEETING HOUSE.— C. O., NASSAU COUNTY.

Name and address of bidder.	Amount.
Thomas H. Doran, Jr., Huntington, L. I.....	$9,901 20
Andrews Brothers, Mineola, N. Y.....	11,532 69
Murray & Gardner, Moriches, N. Y.....	8,732 32
Crampton Brothers, Great Neck, N. Y.....	8,271 53
Geo. B. Bowers, Oyster Bay, L. I.....	7,304 71

All bids rejected.

REPAIR CONTRACT No. 475 — HIGHWAY No. 42, NEWBURGH-WOODBURY.— ORANGE CO., RESURFACE.

Definance Corporation, Ticonderoga.....	$29,458 95
Schunnemunk Const. Co., Highland Mills.....	22,464 12
Jova & Kehoe, Newburgh	23,945 93
S. B. Van Wagonen, Rondout	21,957 26
Bridgeport Const. Co., Poughkeepsie.....	20,973 70
Ernest Abraham, Hackensack, N. J.....	22,211 77

Awarded Bridgeport Const. Co.

REPAIR CONTRACT No. 476 — HIGHWAY No. 43, COHOCTON TURNPIKE, SECTION 2.— ORANGE COUNTY, RESURFACE.

Schunnemink Const. Co., Highland Mills.....	$28,183 68
Jova & Kehoe, Newburgh.....	34,892 02
DeGraff & Hogeboom, Kingston.....	25,636 00
H. G. Herring, Jr., Hillsadle, N. J.....	36,393 57
S. B. Van Wagonen, Rondout	26,896 92
Thomas J. Martin, Beacon, N. Y.....	35,546 34
Bridgeport Const. Co., Poughkeepsie.....	27,316 55
John Guff, Port Jervis.....	33,746 44
Ernest Abraham, Hackensack, N. J.....	31,674 08

Awarded to DeGraff & Hogeboom.

REPAIR CONTRACT No. 437 — HIGHWAY No. 156, CHESTER-GOSHEN; HIGHWAY No. 159, MIDDLETOWN-SLATE HILL.— ORANGE COUNTY, C. O.

Name and address of bidder.	Amount.
Schunnemunk Const. Co., Highland Mills....	$4,750 21
Thomas J. Martin, Beacon, N. Y.....	5,683 72
Defiance Corporation, Ticonderoga.....	10,636 06

Awarded to Schunnemunk Const., Co.

REPAIR CONTRACT No. 479 — HIGHWAY No. 689, SPRING VALLEY-KNAPPS CORNERS; HIGHWAY No. 3002, CONGERS-LONG COVE HIGHWAY No. 90, GRASSY POINT; HIGHWAY No. 593, HIGHLAND LAKE-TOMPKINS COVE; HIGHWAY No. 5165, LONG COVE-HAVERSTRAW.— ROCKLAND COUNTY, C. O.

M. F. Odell, New York City.....	$11,831 12
Alex Rose, Stony Point, (Roads No. 90 & 593)..	5,854 50
Suffolk Const. Co., Huntington, N. Y.....	15,022 86
Richard Hopkins, Troy.....	16,837 32
Edward Hartney, Modena	12,778 73
Hugh McVoigh, Haverstraw.....	14,346 44
Etna Cont. Co., Nyack.....	11,693 21

All bids rejected.

REPAIR CONTRACT No. 477 — HIGHWAY No. 5032, CANTON-POTSDAM, PART 2 — ST. LAWRENCE COUNTY, C. O.

Burns & McConville, Ogdensburg.....	$6,451 30
Richard Hopkins, Troy	6,208 20

Awarded to Richard Hopkins.

REPAIR CONTRACT No. 478 — HIGHWAY No. 1, TROY-SCHENECTADY, SECTION 1.— SCHENECTADY COUNTY, BRICK.

Kellam & Schafer Company, Schenectady, N. Y.	$15,384 10
Rob Roy Cont. Co., Albany.....	15,348 55

Awarded to Rob Roy Cont. Co.

REPAIR CONTRACT No. 480 — HIGHWAY No. 5047, WATKINS-MONTOUR FALLS.— SCHUYLER COUNTY, H. O.

Name and address of bidder.	Amount.
Murray & Ford, Elmira	$2,058 00
Richard Hopkins, Troy	2,559 00

Awarded to Murray & Ford.

REPAIR CONTRACT No. 469 — HIGHWAY No. 47, CHENANGO RIVER; HIGHWAY No. 421, CONKLIN; HIGHWAY No. 275, UNION-MAIN; HIGHWAY No. 420, VESTAL; HIGHWAY No. 174, ENDICOTT; HIGHWAY No. 374, MAIN; HIGHWAY No. 134, FENTON; HIGHWAY No. 175, CHENANGO-TOWPATH; HIGHWAY No. 445, LISLE-CENTER LISLE.— BROOME COUNTY, H. O.

Lane Const. Corp., Meriden, Conn.	$1,913 00	
	4,439 00	
	2,806 60	
	1,302 00	
	2,485 80	
	3,593 25	
	2,140 00	
	1,438 40	
	2,310 15	
		$22,458 20

Awarded to Lane Const. Corp.

REPAIR CONTRACT No. 474 — HIGHWAY No. 95, MIDDLETOWN-GOSHEN.— ORANGE COUNTY, RESURFACE.

John Cuff, Port Jervis.....	$41,198 68
Jaskson Bros., Cuddebackville.....	34,966 34
DeGraff & Hogeboom, Kingston.....	34,811 92
S. B. Van Wagonen, Rondout.....	35,347 99
Matthew T. Meagher, Brooklyn.....	38,420 44
Schunnemunk Const. Co., Highland Mills.....	33,521 59
H. G. Herring, Jr., Hillsdale, N. Y.....	42,481 96
Richard Hopkins, Troy	46,380 40
Bridgeport Const. Co., Poughkeepsie.....	34,218 93
Ernest Abraham, Hackensack, N. J.....	36,464 48

No award.

AUGUST 19, 1913.

ROAD NO. 5390 — BINGHAMTON CITY-STATE HOSPITAL, BROOME COUNTY.

Albert L. Willey, Binghamton, N. Y.....	$15,290 00

To be readvertised.

ROAD NO. 1093 — ELMIRA CITY— WEST CHURCH STREET, CHEMUNG COUNTY.

F. L. Breeze, Elmira, N. Y.....	$20,231 75
Holloran Brothers, Elmira, N. Y.....	19,145 65
Connors & Gallavant, Elmira, N. Y.....	21,139 95
Patrick J. Nagle, Elmira, N. Y.....	23,825 27
Murray & Ford, Elmira, N. Y.....	19,853 00
John H. Gordon, Albany, N. Y.....	20,058 25

Awarded to Holloran Bros.

ROAD NO. 5391 — SHERBURNE VILLAGE, CHENANGO COUNTY.

Nash, Robinson & Griffin, Norwich, N. Y.....	$15,366 00
S. P. Hull, Cortland N. Y.....	13,884 70
Ballard & Marr, Oneida, N. Y.....	12,861 83
Paddleford & King, Sherburne, N. Y.....	13,761 25

Awarded to Ballard & Marr.

ROAD NO. 1051 — MATTEAWAN VILLAGE, DUTCHESS COUNTY.

State Highway Construction Co., Fishkill, N. Y.	$17,198 80
John J. McDonald, Catskill, N. Y.....	20,439 20
Fred E. Gross & Son, Yonkers, N. Y.....	18,119 30
T. J. Martin, Beacon, N. Y.....	18,468 70
Alfred Brice, New York city.....	20,292 05
Ernest Abraham, Hackensack, N. J.....	21,264 80

Awarded to State Highway Construction Co.

Name and address of bidder.	Amount.
ROAD NO. 1124 — CATTARAUGUS CREEK, PART 1, ERIE COUNTY.	
Lake Shore Const. Co., Dunkirk, N. Y.....	$17,537 00
John Johnson, Buffalo, N. Y.....	18,860 00
Olean Eng. Const. Co., Olean, N. Y.....	19,736 80
H. E. Bunce Company, Olean, N. Y.....	20,580 00
F. W. Hamilton, Rochester, N. Y.....	19,925 00
John D. Rust, Akron, N. Y.....	18,925 00
Frank L. Cohen, Buffalo, N. Y.....	24,230 00
J. B. Hurley, Fredonia, N. Y.....	17,856 00
Constantine Const. Co., Buffalo, N. Y.....	18,881 00
C. E. Aldrich, Rochester, N. Y.....	17,575 40

Awarded to Lake Shore Const. Co.

ROAD NO. 5407 — ATHOL SPRINGS-WALDEN CLIFFS, ERIE COUNTY — 5.87 MILES.	
Harry B. Harrison, Rochester, N. Y.....	$105,982 00
Empire Engineering Corp., Buffalo, N. Y.....	105,065 00
Miller & Knickenburg, Buffalo, N. Y.....	103,632 50
Wood & Tompkins, Hilton, N. Y.....	103,280 00
Chambers & Barnes, Rochester, N. Y.....	102,201 50
Merritt Const. Co., Tuckahoe, N. Y.....	106,950 50
John Johnson Const. Co., Buffalo, N. Y.....	103,633 50
Thomas Grady, Rochester, N. Y.....	105,548 50
Constantine Const. Co., Buffalo, N. Y.....	104,767 00
F. J. Munn Const. Co., Buffalo, N. Y.....	96,149 00
Thomas Fitzgerald, Buffalo, N. Y.....	97,757 50
Brooks & Julien, Rochester, N. Y.....	96,959 00

All bids rejected.

ROAD NO. 5317 — EAST AURORA-HOLLAND, ERIE COUNTY — 9.95 MILES.	
H. E. Bunce, Olean, N. Y.....	$176,715 84
Ripton & Murphy, Rochester, N. Y.....	170,951 14
Harradine Brothers Co., Spencerport, N. Y....	151,237 05

No award.

Name and address of bidder.	Amount.
Miller & Knickenburg, Buffalo, N. Y.....	164,631 14
John Johnson Company, Buffalo, N. Y.....	162,608 75
P. H. Murray, Rochester, N. Y.....	168,480 04
Busch & Percival, Buffalo, N. Y.....	162,779 14
Frank Foote, Nunda, N. Y.....	163,573 75
Harry B. Harrison, East Rochester, N. Y.....	168,702 74
Merritt Const. Co., Tuckahoe, N. Y.....	172,544 86
Greece Const. Co., Rochester, N. Y.....	167,859 95
Cold Spring Const. Co., Buffalo, N. Y.....	166,691 26
Chambers & Barnes, Rochester, N. Y.....	187,106 34
J. A. Culkin & Co., Oswego, N. Y.....	161,932 09
Henry P. Burgard Co., Buffalo, N. Y.....	155,015 85
C. G. Falk, Buffalo, N. Y.....	168,796 54
Thomas Grady, Rochester, N. Y.....	163,976 45
F. J. Munn Const. Co., Buffalo, N. Y.....	165,187 34
Flower City Const. Co., Rochester, N. Y.....	150,888 06
Shaughnessy Const. Co., Albany, N. Y.....	156,373 38

All bids rejected.

ROAD NO. 1127 — GLOVERSVILLE CITY, FULTON COUNTY — 1.73 MILES.

A. & C. Hine & C. Welsh, Gloversville, N. Y...	$31,916 45
Mohawk Const. Co., Amsterdam, N. Y.....	32,294 50
W. Donald Hyde, Gloversville, N. Y.....	32,916 25

Awarded to Hine & Welsh.

ROAD NO. 5369 — COXSACKIE VILLAGE, GREENE COUNTY — 2.23 MILES.

Alonzo Schaupp, Bainbridge, N. Y.....	$28,231 50
John J. McDonald Const. Co., Catskill, N. Y..	23,616 20
Russo-Parker Const. Co., Hudson, N. Y.....	29,232 60
Catskill Const. Co., Catskill, N. Y.....	23,981 02
Criswell & Mallory, Mechanicville, N. Y.....	21,817 70
Snead & Wilson, Brown Station, N. Y.....	28,202 20

No award.

ROAD NO. 1129 — LEWIS COUNTY LINE-SO. CHAMPION, JEFFERSON COUNTY — 2.45 MILES.

Name and address of bidder.	Amount.
Dana W. Robbins Co. (Inc.), New York city..	$31,047 00
Semper Brothers, Watertown, N. Y.....	31,929 50
Burns Bros. & Haley, Watertown, N. Y.....	32,354 40

Awarded to Dana W. Robbins Co. (Inc.)

ROAD NO. 1130 — ALEXANDRIA BAY-CHURCH ST., JEFFERSON COUNTY — 0.37 MILES.

Valley Const. Company, Sidney, N. Y.....	$4,967 41

Awarded to Valley Const. Co.

ROAD NO. 1131 — SACKETTS HARBOR, JEFFERSON COUNTY — 2.45 MILES.

Valley Const. Co., Sidney, N. Y.....	$22,920 95
Burns Bros. & Haley, Watertown, N. Y.....	25,752 25
P. F. Connelly & Co., Chemung, N. Y.....	27,491 00
Barnard & Bennett, Rochester, N. Y.....	25,854 10
Greece Const. Co., Rochester, N. Y.....	23,501 80

Awarded to Valley Const. Co.

ROAD NO. 1132 — ELLISBURG-BELLEVILLE, JEFFERSON COUNTY — 2.29 MILES.

Valley Const. Co., Sidney, N. Y.....	$25,596 35
Burns Bros. & Haley, Watertown, N. Y.....	24,775 15
Roger B. Kennedy, Utica, N. Y.....	24,462 95
Thomas Grady Rochester, N. Y.....	23,827 00
Richard Hopkins, Troy, N. Y.....	23,932 50

Awarded to Thos. Grady.

ROAD NO. 1133 — THERESA-ANTWERP, PART 1, JEFFERSON COUNTY — 4.72 MILES.

Name and address of bidder.	Amount.
Valley Const. Co., Sidney, N. Y.....	$52,222 50
Burns Brothers & Haley, Watertown, N. Y....	62,367 00
Roger B. Kennedy, Utica, N. Y.....	54,897 00
Barnett & Bennett, Rochester, N. Y.....	47,680 75

Awarded to Barnard & Bennett.

ROAD NO. 1134 — WATERTOWN CITY-GIFFORD AND STATE ST., JEFFERSON COUNTY — 1 MILE.

Roger B. Kennedy, Utica, N. Y.....	$48,590 20
Burns Bros. & Haley, Watertown, N. Y.....	48,528 10

Awarded to Burns Bros. & Haley.

ROAD NO. 5402 — CARTHAGE VILLAGE-STATE STREET, JEFFERSON COUNTY — 0.35 MILES.

John H. Nelson Company, Herkimer, N. Y...	$3,137 50

No award.

ROAD NO. 5403 — CLAYTON VILLAGE, JEFFERSON COUNTY — 1.17 MILES.

Coleman Bros., Chelsea, Mass.....	$28,763 75
Valley Const. Co., Sidney, N. Y.....	26,213 25
Barnard & Bennett, Rochester, N. Y.....	25,792 50

Awarded to Barnard & Bennett.

ROAD NO. 1092 — LOWVILLE VILLAGE, LEWIS COUNTY — 0.51 MILES.

Dale Engr. Co., Utica, N. Y.....	$24,905 75
Harry W. Roberts & Co., Utica, N. Y.....	26,801 00
Merritt Const. Co., Tuckahoe, N. Y.....	24,228 50
A. M. Kennedy, Gloversville, N. Y.....	25,019 50
Daniel L. Mott, Utica N. Y.....	23,977 50

Awarded to Daniel L. Mott.

ROAD No. 5398 — COUNTY LINE-DANSVILLE, LIVINGSTON COUNTY — 4.40 MILES.

Name and address of bidder.	Amount.
Flower City Const. Co., Rochester, N. Y.....	$84,925 65
Miller & Knickenburg, Buffalo, N. Y.....	92,693 65
Schroder-Hicks Const. Co., Rochester, N. Y...	99,272 40
Swank & McIntyre, Hornell, N. Y.....	101,945 00
Horace N. Cowles, Rochester, N. Y.....	91,457 30
Whitmore-Rauber-Vicinius, Rochester, N. Y...	95,665 45
McGuire & Fahey, Hornell, N. Y.....	92,231 30
J. N. Luddington Son, Inc., Rochester, N. Y..	94,458 90
F. L. Cohen, Buffalo, N. Y.....	106,732 25
Chambers & Barnes, Rochester, N. Y.....	112,028 95
Hendrickson & McCabe, Spencerport, N. Y...	95,697 25
Brooks & Julien, Rochester, N. Y.....	93,462 70
Thomas Grady, Rochester, N. Y.....	97,708 15

Awarded to Flower City Const. Co.

ROAD No. 1087 — NORTH TONAWANDA CITY-ERIE AVENUE, NIAGARA COUNTY — 2.77 MILES.

Harry B. Harrison, East Rochester, N. Y....	$74,792 90
John Johnson Const. Co., Buffalo, N. Y.....	73,759 90
Merritt Const. Co., Tuckahoe, N. Y.....	76,792 80
Wm. F. Weiberg, Forks, N. Y.....	76,933 90
F. W. Hamilton, Rochester, N. Y.....	80,355 15
Constantine Const. Co., Buffalo, N. Y.....	70,659 40
Lewis H. Gipp, Buffalo, N. Y.....	69,590 00
J. B. Hurley, Fredonia, N. Y.....	70,937 60
Miller & Knickenberg, Buffalo, N. Y.....	76,605 40
Albert H. Meyer, Williamsville, N. Y.....	68,856 90
Reynolds & Rogers, Tonawanda, N. Y.....	82,690 68
Lake Shore Con. & Supply Co., Dunkirk, N. Y.	71,730 10
Walter C. Rich, Youngstown, N. Y.....	75,996 44
Barnard & Bennett, Rochester, N. Y.....	70,939 60

Awarded to Albert H. Meyer.

ROAD No. 5385 — ORISKANY FALLS VILLAGE, ONEIDA COUNTY — 1.09 MILES.

Name and address of bidder.	Amount.
Valley Const. Co., Sidney, N. Y.....	$37,710 96
Harry W. Roberts Co., Utica, N. Y.....	35,933 25
Dale Eng. Co., Utica, N. Y.....	37,572 47
Daniel L. Mott, Utica, N. Y.....	35,832 65
Merritt Const. Co., Tuckahoe, N. Y.....	36,288 65
Paddelford & King, Sherburne, N. Y.....	35,813 35
A. M. Kennedy, Gloversville, N. Y.....	36,491 16

No award.

ROAD No. 5395 — UTICA CITY-TURNER STREET, ONEIDA COUNTY — 0.38 MILES.

Harry W. Roberts & Company, Utica, N. Y...	$10,974 00

Awarded to Harry W. Roberts & Company.

ROAD No. 5397 — MAPLES VILLAGE-MAIN STREET, ONTARIO COUNTY — 1.74 MILES.

Greenfield Const. Co., Hornell, N. Y.....	$41,132 16
McGuire & Fahey, Hornell, N. Y.....	40,970 39
Chambers & Barnes, Rochester, N. Y.....	38,526 26
Frank L. Cohen, Buffalo, N. Y.....	49,267 21
Dale Engr. Co., Utica, N. Y.....	40,203 16
Harry B. Harrison, East Rochester, N. Y.....	39,930 80
Kennedy Const. Co., Albany, N. Y.....	39,272 85
Peter F. Connolly Company, Chemung, N. Y..	40,562 15
H. Brownley, Hudson Falls, N. Y.....	43,363 72

Awarded to Chambers & Barnes.

ROAD NO. 1115 — CASTLETON-RENSSELAER, PART 2, RENSSELAER COUNTY — 3.71 MILES.

Name and address of bidder.	Amount.
Winston & Company, Brown Station, N. Y....	$52,610 10
Shaughnessey Const. Co., Albany, N. Y.....	42.403 15
Martin Murray & Company, Troy, N. Y.....	44,612 60
Richard Hopkins, Troy, N. Y.....	49,319 20

Awarded to Shaughnessey Const. Co.

ROAD NO. 1116 — CASTLETON-RENSSELAER, PART 1, RENSSELAER COUNTY — 4.51 MILES.

Shaughnessy Const. Co., Albany, N. Y.....	$64,935 93
S. B. Van Wagonen, Rondout, N. Y.....	
Russo-Parker Company, Hudson, N. Y.....	65,926 81
Martin Murray & Co., Troy, N. Y.....	68,170 04
Winston & Company, Brown Station, N. Y....	74,971 42

Awarded to S. B. Van Wagonen.

ROAD NO. 1119 — TROY CITY-SPRING AVENUE, RENSSELAER COUNTY — 1.77 MILES.

Martin Murray & Company, Troy, N. Y.....	$32,195 30
Snead & Wilson, Brown Station, N. Y.....	35,277 30
County Const. Co., Troy, N. Y.....	30,067 00

Awarded to County Const. Co.

ROAD NO. 1120 — TROY CITY-WINTER STREET, RENSSELAER COUNTY — 0.34 MILES.

County Const. Co., Troy, N. Y.....	$6,986 70

No award.

ROAD NO. 1121 — TROY CITY — WASHINGTON AVENUE, RENSSELAER COUNTY — 1.65 MILES.

Parker Hassam Paving Co., Worcester, Mass..	$75,475 00
Patrick Mulderry, Albany, N. Y.....	68,668 20
Dollard & Heeran, Albany, N. Y.....	67,551 00
Shaughnessey Const. Co., Albany, N. Y.....	58,401 00
Kennedy & Dumary, Albany, N. Y.....	65,778 50

Awarded to Shaughnessey Const. Co.

ROAD NO. 1122 — WEST STEPHENTOWN-ALPS, RENSSELAER COUNTY — 2.70 MILES.

Name and address of bidder.	Amount.
County Const. Co., Troy, N. Y.....	$28,000 90
Martin Murray Company, Troy, N. Y.....	31,339 90
H. L. Baker, Cambridge, Mass.....	31,502 80
Richard Hopkins, Troy, N. Y.....	29,704 90
Arnold & Shearer, Albany, N. Y.....	32,266 90
J. C. Rightmeyer, Hudson, N. Y.....	27,895 65
Snead & Wilson, Brown Station, N. Y.....	35,982 90
Weed & Walsh, Mechanicville, N. Y.....	25,568 50
George W. Holden, Nineveh, N. Y.....	28,993 30
Laton Construction Co., Albany, N. Y.....	28,658 40

Awarded to Weed & Walsh.
Assigned to Russo-Parker Co.

ROAD NO. 1123 — TROY CITY-LEVERSEE ROAD, RENSSELAER COUNTY — 0.51 MILES.

County Construction Company, Troy, N. Y...	$5,981 50

Awarded to County Construction Company.

ROAD NO. 5393 — TROY CITY-HOOSICK STREET, RENSSELAER COUNTY — 0.52 MILES.

Parker Hassam Paving Co., Worcester, Mass...	$40,033 00
Patrick Mulderry, Albany, N. Y.....	39,155 50
Edward Walsh, Troy, N. Y.....	38,685 50
Winston & Company, Brown Station, N. Y....	41,353 50

Awarded to Edward Walsh.

ROAD NO. 5389 — HAVERSTRAW-WEST HAVERSTRAW, RENSSELAER COUNTY — 1.58 MILES.

H. G. Herring, Jr., & Co., Hillsdale, N. J....	$31,523 20
D. Napoli & Torrello Const. Co., Hackensack, N. J.....	30,943 10

No award.

Name and address of bidder.	Amount.
Hugh McVeigh, Haverstraw, N. Y.....	27,246 55
Gruner & Hollenbeck, Harriman, N. Y.....	24,293 10
Jackson Bros., Cuddebackville, N. Y.....	28,183 80
William F. McCabe Cont. Co., White Plains, N. Y.	27,691 50
Ernest Abraham, Hackensack, N. J.....	28,371 60
Fred E. Gross & Son, Yonkers, N. Y.....	26,444 00
Young & Hyde, Inc., New York City.....	27,824 04
W. P. McDonald Const. Co., Mt. Vernon, N. Y.	28,342 10

All bids rejected.

ROAD NO. 5388 — SPRING VALLEY VILLAGE-SUFFERN VILLAGE-HILLBOURN VILLAGE, ROCKLAND COUNTY — 3.58 MILES.

D. Napoli & Torrello, Hackensack, N. J.....	$41,138 00
J. J. McDonald Const. Co., Catskill, N. Y....	41,174 60
J. B. Schultze, Suffern, N. Y.....	36,935 20
H. G. Herring, Jr., & Co., Hillsdale, N. J.....	45,764 80
Hugh McVeigh, Haverstraw, N. Y.....	41,917 00
F. J. Kenney, Brooklyn, N. Y.....	39,946 60
Cole & Blanchard, Suffern, N. Y.....	43,474 70
Young & Hyde, New York City.....	42,888 16
Aetna Construction Co., Nyack, N. Y.....	34,742 20
Ernest Abraham, Hackensack, N. J.....	41,858 50
Fred E. Gross & Son, Yonkers, N. Y.....	41,602 70

All bids rejected.

ROAD NO. 1125 — WADDINGTON VILLAGE, ST. LAWRENCE COUNTY — 1.24 MILES

Valley Construction Co., Sidney, N. Y.....	$14,643 50
Burns Brothers & Haley, Watertown, N. Y....	17,980 00

Awarded to Valley Const. Co.

ROAD NO. 1128 — TYRONE TOWN LINE-READING, SCHUYLER COUNTY — 1.04 MILES.

Name and address of bidder.	Amount.
Fort Schuyler Cons. Co., Burdett, N. Y.....	$13,828 50
Lane Construction Co., Meriden, Conn.....	12,895 00
John W. Gurnett, Watkins, N. Y.....	13,317 00

Awarded to Lane Const. Co.

ROAD NO. 5401 — CORNING CITY-MARKET AND WEST POULTNEY STREET, STEUBEN COUNTY — 0.85 MILES.

Murray & Ford, Elmira, N. Y.....	$32,689 50
P. F. Connelly Co., Chemung, N. Y.....	35,846 00
Swank & McIntyre, Hornell, N. Y.....	37,167 90
Corning Building Co., Corning, N. Y.....	38,632 20

Awarded to Murray & Ford.

ROAD NO. 1083 — FORT EDWARD VILLAGE, WASHINGTON COUNTY — 0.57 MILES.

Flood & Van Wirt, Hudson Falls, N. Y.....	$31,948 00
Laing & Horton, Schuylerville, N. Y.....	31,398 00
Holler & Shepard, Rochester, N. Y.....	31,646 25
John B. Dower, Ballston, N. Y.....	34,074 30

Awarded to Laing & Horton.

ROAD NO. 5404 — GRANVILLE VILLAGE, WASHINGTON COUNTY — 1.75 MILES.

Flood & Van Wirt, Hudson Falls, N. Y.....	$76,695 80
Laing & Horton, Schuylerville, N. Y.....	71,932 50
Rob Roy Contg. Co., Albany, N. Y.....	76,996 30
Winston & Company, Brown Station, N. Y....	81,417 50

Awarded to Laing & Horton; assigned to Callanan & Prescott.

ROAD NO. 1053 — ARDSLEY VILLAGE, WESTCHESTER COUNTY — 1.46 MILES.

Name and address of bidder.	Amount.
Hastings Paving Co., New York city.....	$31,010 50
Barber Asphalt Paving Co., New York city....	31,646 50

Awarded to Hastings Paving Co.

SEPTEMBER 18, 1913.

ROAD NO. 5253-A — JASPER-ADDISON, STEUBEN COUNTY,

Shaughnessey Const. Co.....	$62,652 00
Patrick H. Murray.....	72,272 00

Awarded to the Shaughnessey Const. Co.

SEPTEMBER 26, 1913.

ROAD NO. 1094 — ELMIRA CITY-PENNSYLVANIA AVENUE, CHEMUNG COUNTY — 1.10 MILES.

F. L. Breeze Contg. Co., Elmira, N. Y.....	$57,000 00
Ft. Schuyler Cons. Co., Burdette, N. Y.....	63,408 75
Murray & Ford, Elmira, N. Y.....	63,759 50
McGreevey, McGuigan & Baum, Elmira, N. Y..	58,548 50
P. F. Conley & Co., Chemung, N. Y.....	65,818 00
John H. Gordon, Albany, N. Y.....	64,860 50
Celtic Bldg. & Cons. Co., New York city.....	72,206 00
Swank & McIntyre, Hornell, N. Y.....	63,658 80

Awarded to McGreevey, McGuigan & Baum Cons. Co.

ROAD NO. 1096, ELMIRA CITY-MAPLE AVENUE, CHEMUNG COUNTY — 0.51 MILES.

Murray & Ford, Elmira, N. Y.....	$28,899 00
Peter F. Conley Co., Chemung, N. Y.....	29,955 50
Conners & Galavan, Elmira, N. Y.....	29,932 50
Celtic Bldgs. Co., New York city.....	32,349 00
McGreevey, McGuigan & Baum, Elmira, N. Y.	26,565 00
Swank & McIntyre, Hornell, N. Y.....	28,887 00

Awarded to McGreevey, McGuigan & Baum Cons. Co.

ROAD NO. 5392 — ELMIRA CITY-EAST WATER STREET, CHEMUNG COUNTY — 0.76 MILES.

Name and address of bidder.	Amount.
F. L. Breese Cont. Co., Elmira, N. Y.....	$29,000 00
Ft. Schuyler Cons. Co., Burdette, N. Y.....	33,401 79
Swank & McIntyre, Hornell, N. Y.....	33,947 90
Celtic Bldg. & Cons. Co., New York city.....	39,144 50
Edw. Walsh, Elmira, N. Y.....	34,633 50
Murray & Ford, Elmira, N. Y.....	32,754 50
Connors & Galavan, Elmira, N. Y.....	34,518 50
Peter F. Conley Co., Chemung, N. Y.....	33,143 70
McGreevey, McGuigan & Baum, Elmira, N. Y..	31,991 00
H. H. Ryal & Co., Corning, N. Y.....	33,054 50

Awarded to McGreevey, McGuigan & Baum Cons. Co.

ROAD NO. 5394 — JOHNSTOWN CITY, FULTON COUNTY — 1.54 MILES.

Geo. W. Holden & Co., Albany, N. Y.....	$22,191 00
Albert M. Banker, Johnstown, N. Y.....	23,436 00
Harry W. Roberts & Co., Utica, N. Y.....	22,213 50
Martin Murray & Co., Troy, N. Y.....	21,734 00
John B. Dower, Ballston, N. Y.....	22,313 50
A. M. Kennedy, Gloversville, N. Y.....	21,142 25
Spuyten Duyvil Cons. Co., New York city.....	21,831 45
Warren Brothers Co., Boston, Mass.....	20,074 00

Awarded to Warren Bros. Co.

ROAD NO. 5399 — BATAVIA VILLAGE, GENESEE COUNTY — 1.97 MILES.

Wm. H. Sours, 2nd., Rochester, N. Y.....	$119,924 00
Ellendt & Harrison, East Rochester, N. Y.....	121,411 20
Cold Spring Cons. Co., Buffalo, N. Y.....	120,115 50
Celtic Bldg. Cons. Co., New York city.....	130,538 50
H. M. Cowles, Rochester, N. Y.....	124,227 50
Constantine Cons. Co., Buffalo, N. Y.....	122,012 00
Barrally & Ingersoll, Rochester, N. Y.....	126,643 00
Thomas Fitzgerald Co., Buffalo, N. Y.....	114,276 50

Name and address of bidder.	Amount.
John Johnson Cons. Co., Buffalo, N. Y.....	122,050 50
F. J. Mumm Contg. Co., Buffalo, N. Y.....	122,551 00
John B. Rust, Buffalo, N. Y.....	120,566 00
Thomas Holihan, Rochester, N. Y.....	115,870 00
Wm. H. Ring Contg. Co., Paterson, N. J.....	132,243 10
Patrick Mulderry Cons. Co., Albany, N. Y....	127,076 00
Whitmore, Rauber & Vicinius, Rochester, N. Y.	131,075 00
Miller & Knickenberg, Buffalo, N. Y.....	126,270 00
Brooks & Julien, Rochester, N. Y.....	127,166 50
Flower City Contg. Co., Rochester, N. Y.....	121,677 50
Schroeder-Hicks Contg. Co., Rochester, N. Y..	132,443 50
Reynolds & Rogers, Tonawanda, N. Y.....	125,870 00
Arthur J. Shaw, Batavia, N. Y.....	137,750 00
Merritt Cons. Co., Tuckahoe, N. Y.....	130,639 50
Frontier Contg Co., Buffalo, N. Y.....	114,895 00
D. D. Dugan & Son, Olean, N. Y.....	129,767 50

Awarded to Thomas Fitzgerald.

ROAD NO. 5409 — CATSKILL VILLAGE-WEST BRIDGE STREET, GREENE COUNTY — 0.23 MILES.

Patrick Mulderry, Albany, N. Y.....	$14,981 40
Catskill Cons. Co., Catskill, N. Y.....	12,477 90
John D. McDonald Cons. Co., Catskill, N. Y...	13,114 15
Catskill Supply Cons. Co., Catskill, N. Y.....	13,275 86
William P. McDonald Cons. Co., Mt. Vernon N. Y.....	14,340 56
George W. Holdridge Co., Catskill, N. Y.....	15,425 44

Awarded to Catskill Cons. Co.

ROAD NO. 1140 — AMSTERDAM CITY-WEST MAIN STREET, MONTGOMERY COUNTY — 1.87 MILES.

Mohonk Contg. Co., Amsterdam, N. Y.....	$117,024 20
Patrick Mulderry, Albany, N. Y.....	120,124 75
Martin Murray & Co., Troy, N. Y.....	105,751 00
Harry W. Roberts & Co., Utica, N. Y.....	114,560 75
Harry A. Van Alstyne, Herkimer, N. Y.....	120,685 00

Name and address of bidder.	Amount.
Celtic Building Cons. Co., New York city.....	121,188 50
Richard Hopkins, Troy, N. Y.....	119,520 00

Contract awarded to Martin Murray & Co.

ROAD No. 1135 — GRISWOLD STREET-COUNTY LINE, NIAGARA COUNTY — 1.49 MILES.

S. V. R. Malcolm & Son, Medina, N. Y.....	$13,436 12
Wood & Tompkins, Hilton, N. Y.....	17,692 92
Bishop Cons. Co., Rochester, N. Y.....	16,060 81
Ripton & Murphy, Rochester, N. Y.....	16,004 18
Miller & Knickenberg, Buffalo, N. Y.....	16,203 18
Hammond, Tracey Cons. Co., Middleport, N. Y.	15,005 91
Schroeder-Hicks Contg. Co., Rochester, N. Y...	15,704 35
H. M. Cowles, Rochester, N. Y.....	14,132 79
F. J. Mumm Contg. Co., Buffalo, N. Y.....	15,246 94
Harradine Brothers Co., Inc., Spencerport, N. Y	214,051 16

Awarded to S. V. R. Malcolm & Sons.

ROAD No. 1137 — OSWEGO CITY-WEST FIRST STREET, OSWEGO COUNTY — 1.43 MILES.

Greece Cons. Co., Rochester, N. Y.....	$21,126 05
Dale Engr. Co., Utica, N. Y.....	20,404 15
Kennedy Cons. Company, Albany, N. Y.....	17,937 10
J. A. Caulkin, Oswego, N. Y.....	18,584 70

All bids rejected.

ROAD No. 1138 — PHOENIX VILLAGE-VOLNEY STREET, OSWEGO COUNTY — 0.65 MILES.

Falk & Menzies, Buffalo, N. Y.....	$16,424 75
Dale Engr. Co., Utica, N. Y.....	17,935 25
Kennedy Cons. Co., Albany, N. Y.....	16,111 10
Joseph H. Connors, Fulton, N. Y.....	16,901 70
Conroy & Nixdorf, Oneida, N. Y.....	18,209 55
John H. Gordon, Albany, N. Y.....	16,888 00

Awarded to Kennedy Cons. Co.

ROAD NO. 1142 — WILLIAMSON STATION-WILLIAMSON, WAYNE COUNTY — 0.73 MILES.

Name and address of bidder.	Amount.
William H. Madden, Rochester, N. Y.....	$10,141 85
Ellendt & Harrison, East Rochester, N. Y.....	10,121 67
Thomas Hucknell, Albion, N. Y.....	10,021 25
J. M. Luddington Sons, Inc., Rochester, N. Y..	9,785 75
Greece Cons. Company, Rochester, N. Y.....	9,522 75
Dale Engr. Co., Utica, N. Y.....	10,113 65

Awarded to Greece Cons. Co.

ROAD NO. 5400 — WARSAW-GAINESVILLE, WYOMING COUNTY — 8.99 MILES.

H. E. Bunce & Co., Inc., Olean, N. Y.....	$209,441 25
Cold Spring Cons. Co., Buffalo, N. Y.....	182,529 10
Wm. G. Fox, Saratoga, N. Y.....	187,593 45
Harradine Bros. Co., Spencerport, N. Y.....	173,128 65
Merritt Cons. Co., Tuckahoe, N. Y.....	182,325 68
McNerny Construction Co., Canton, Pa.....	181,182 20
Atlanta Cons. Co., Atlanta, N. Y.....	191,735 30
Miller & Knickenberg, Buffalo, N. Y.....	183,994 63
P. H. Murray, Rochester, N. Y.....	184,278 90
Schunnemunk Cons. Co., Highland Mills, N. Y.	178,794 52
E. J. Mumm Cons. Co., Buffalo, N. Y.....	175,023 35
Swank & McIntyre, Hornell, N. Y.....	179,544 48
Richard Hopkins, Troy, N. Y.....	188,818 15
Shaughnessy Cons. Co., Albany, N. Y.....	166,452 55
Service & Mackey, Youngstown, N. Y.....	186,914 01
John Johnson Cons. Co., Buffalo, N. Y.....	185,535 36
H. M. Cowles, Rochester, N. Y.....	178,833 85
Dale Engr. Company, Utica, N. Y.....	187,930 66
I. M. Luddington Sons, Inc., Rochester, N. Y...	188,975 20
Ellendt & Harrison, East Rochester, N. Y.....	180,899 64
Hugh Nawn Contg. Co., New York city.....	241,654 50
Flower City Contg. Co., Rochester, N. Y.....	177,446 65
Rifton & Murphy, Rochester, N. Y.....	185,090 05

Awarded to Shaughnessy Const. Co.

APPENDIX A.

Statement Showing Details of All Highways Which Have Been Completed or Are Now Under Contract, From January 1, 1898, to January 1, 1914.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	Materials. Bottom. Kind of crushed rock.	Bottom. Thickness	Top. Kind of crushed rock.	Top. Thickness.	Top. Kind of wearing course.	Top. Kind of binder.	Per cent. completed.	Total Cost Completed. Whole.	Total Cost Completed. Per mile.
					Feet.	Feet.										
214	River Road, Windsor, Sec. 1	Broome	6, 16, '04	1.868	14	28	4,122	Fieldstone	4	Limestone	2	Same	Same	100	$15,911 77	$8,518
215	Dryden	Cortland	6, 13, '04	2.00	16	28	Emb. 2,250	Fieldstone	4	Limestone	2	Same	Same	100	15,412 00	7,706
216	Roxbury	Delaware	7, 14, '04	0.95	18,35	18,35	1,821	Local bl	4	Local bl	2	Same	Same	100	10,787 29	11,355
217	Grand Gorge	Delaware	7, 14, '04	1.00	14	20	2,320	Local stone	4	Local stone	2	Same	Same	100	9,569 47	9,569
218	Greene-Smithville Flats	Chenango	7, 13, '04	4.68	12	26	3,205	Local bl	4	Limestone	2	Local bl	Local bl	100	37,700 00	8,055
219	Richfield Spa-Cherry Valley	Otsego	8, 6, '04	0.68	14	20	3,309	Limestone	4	Limestone	2	Same	Same	100	6,488 33	7,541
220	Worcester	Otsego	7, 14, '04	0.98	16,50	22,50	1,880	Limestone	4	Limestone	2	Same	Same	100	10,752 61	10,972
221	Edmeston	Otsego	6, 14, '04	0.50	22	24	2,500	Crushed gr	4	Limestone	2	Same	Same	100	7,221 15	14,442
222	Hughsonville	Dutchess	6, 13, '04	3.467	14,20	20	3,547	Fieldstone	4	Fieldstone	2	Same	Same	100	31,979 04	9,224
223	South	Dutchess	7, 20, '04	3.904	16	22	2,869	Limestone	6	Trap-rock	2	Limestone	Limestone	100	44,301 79	11,347
224	Oxford-McDonough	Chenango	7, 9, '04	5.82	10	22	Emb. 2,577	Fieldstone	4	Local bl	2	Same	Same	100	37,548 06	6,451
225	Guilford	Chenango	7, 13, '04	5.75	12,16	26,28	1,022	Fieldstone	4	Limestone	2	Fieldstone	Fieldstone	100	47,588 71	8,276
226	Kinneys Corners	Yates														
227	Brunswick Turnpike	Rensselaer	7, 9, '06	3.10	14	24,28	2,095	Local stone	4	Trap-rock	3	Local stone	Local stone	100	28,050 70	9,048
228	Saugerties-Kingston	Ulster	6, 29, '06	5.66	14, 16	24, 26, 28	2,814	Local stone	3	Local stone	3	Same	Same	100	53,661 18	9,481
228A	Saugerties-Kingston	Ulster	12, 7, '06	5.66										100	3,800 00	671
229	Kingston-High Falls	Ulster	10, 1, '06	6.93	14			Local stone	3	Local stone	3	Same	Same	100	74,080 00	10,690
230	Kingston-Ellenville, Sec. 1	Ulster	7, 11, '06	8.27	16	24, 26, 28	3,064	Local stone	3	Local stone	3	Same	Same	100	81,434 09	9,847
231	Post, Sec. 1	Ulster	7, 7, '06	7.08	14	26	3,639	Local stone	3	Local stone	3	Same	Same	100	60,560 15	8,554
232	Old State	Essex	7, 9, '06	2.64	14	28, 30	1,984	Local stone	3	Local stone	3	Same	Same	100	21,000 00	7,955
233	Frankfort-E. Schuyler	Herkimer	7, 9, '06	1.64	16	26	2,043	Local stone	3	Trap-rock	3	Same	Same	100	12,810 78	7,811
234	Adams-Henderson, Sec. 2	Jefferson	7, 7, '06	6.89	12	22, 26	2,279	Limestone	4	Limestone	2	Same	Same	100	62,150 00	9,020
235	Watertown-Sacketts Harbor-Henderson, Sec. 2	Jefferson	7, 7, '06	2.23	12, 16	26	Emb. 1,009	Limestone	4	Limestone	2	Same	Same	100	17,986 46	8,021
236	Redwood-Alex. Bay, Sec. 2	Jefferson	9, 20, '07	4.19	12, 16, 20	24, 26 / 28, 40	1,470	Hard gr	4	Hard gr	2	Limestone	Limestone	100	39,488 09	9,424
237	Sacketts Harbor	Jefferson	7, 9, '06	1.45	16	25	Emb. 2,207	Limestone	4	Limestone	2	Same	Same	100	12,700 00	8,759

238	Henderson Harbor	Jefferson	7, 7, '06	5.09	12	22, 24	1,660	Limestone	4	Limestone	2	Same	Same	100	33,852	52	6,651
239	Delhi-Middletown	Delaware	8, 30, '06	4.96	14, 16	25, 26	5,586	Local stone	3	Local stone	3	Same	Same	100	46,559	84	9,387
240	Cohoes-Waterford	Saratoga	7, 3, '06	1.00	35	35	2,168	Concrete	4	Vit. brick				100	32,418	22	32,418
241	Saratoga-Ballston	Saratoga	7, 13, '06	4.335	16	32	1,996	Local stone	3	Trap-rock	3	Same	Same	100	33,401	66	7,705
242	Saratoga-Glens Falls, Sec. 2	Saratoga	7, 13, '06	1.25	14	26	2,301	Local stone	3	Trap-rock	3	Same	Same	100	9,410	00	7,428
243	Mechanicville-Stillwater	Saratoga	7, 9, '06	1.84	16	28	Emb. 3,960	Local stone	3	Trap-rock	3	Same	Same	100	25,556	30	13,889
244	Saratoga-Schuylerville	Saratoga	7, 9, '06	6.01	14	24, 26	3,861	Approved st	3	Trap-rock	3	Same	Same	100	53,623	43	8,922
245	Coleman Hill, Sec. 1	Onondaga	9, 20, '07	1.21	12	22, 24, 26	6,390	Limestone	4	Limestone	2	Same	Same	100	15,567	32	12,865
246	Gloversville-Meco-Phelps	Fulton	7, 12, '06	2.03	14, 16	26	2,360	Approved st	3	Approved st	3	Same	Same	100	17,098	82	8,423
247	J'nst'n-Keck's Center, Sec. 2	Fulton	7, 9, '06	4.67	12, 14	22, 24	5,001	Local stone	3	Local stone	3	Same	Same	100	42,270	00	9,051
248	Gloversville-Broadalbin	Fulton	9, 1, '06	2.02	12	24	3,676	Local stone	3	Local stone	3	Same	Same	100	16,091	18	7,966
249	Old Plank	Fulton	7, 6, '06	3.14	12	24, 28, 32	2,323	Local stone	3	Local stone	3	Same	Same	100	28,000	00	8,917
250	Utica-Oneida Castle, Sec. 1	Oneida	7, 10, '06	8.53	16-23	22, 23, 32	3,693	Limestone	3 & 4	Li and gneiss	3 & 2	Limestone	Limestone	100	146,707	70	17,199
251	Griswold Street	Niagara	7, 5, '06	3.15	12	18	1,585	Li or lo stone	3	Limestone	3	Same	Same	100	18,379	79	5,835
252	Clifton, Sec. 2	Monroe	7, 11, '06	2.92	12	18	1,812	Local fld	3	Limestone	3	Same	Same	100	21,623	00	7,405
253	Lyell	Monroe	7, 11, '06	2.12	16, 20	26, 30	2,370	Li or lo stone	3	Limestone	3	Same	Same	100	20,285	75	9,569
254	Chili, Sec. 1	Monroe	7, 11, '06	3.11	16	22	1,951	Li or lo stone	3	Limestone	3	Same	Same	100	27,700	00	8,932
255	Chili, Sec. 2	Monroe	7, 11, '06	2.56	16	22	2,285	Li or lo stone	3	Limestone	3	Same	Same	100	23,725	00	9,267
256	Little Ridge, Sec. 3	Monroe	7, 13, '06	3.60	16	28	1,705	Local fld	3	Local gran	4	Same	Same	100	25,880	78	7,189
257	Little Ridge, Sec. 4	Monroe	7, 11, '06	3.36	16	22	1,339	Local fld	3	Local gran	4	Same	Same	100	26,250	00	7,813
258	Plattsburg-Keeseville, Sec. 3	Clinton	7, 9, '06	5.44	14, 16	28, 32	Emb. 1,817	Local stone	3	Local stone	3	Same	Same	100	48,221	77	8,864
259	Plattsburg-Mooers, Sec. 2	Clinton	7, 6, '06	7.34	14	28	Emb. 2,635	Local stone	3	Limestone	3	Same	Same	100	59,496	25	8,106
260	Plattsburg-Mooers, Sec. 3	Clinton	8, 1, '06	4.31	14	26, 28	2,023	Local stone	3	Local stone	3	Same	Same	100	39,057	16	9,062
261	Peekskill-Salem Center, Sec. 1	Westchest	7, 6, '06	5.86	14, 16	24, 32	2,129	Local stone	3	Local stone	3	Same	Same	100	44,720	26	7,631
262	Peekskill-Salem Center, Sec. 2	Westchest	7, 6, '06	4.66	14	24	1,928	Local stone	3	Local stone	3	Same	Same	100	33,373	14	7,162
263	Aurora-Buffalo, Sec. 2	Erie	7, 18, '06	4.23	16	22, 32	2,381	Li or lo stone	3	Limestone	3	Same	Same	100	39,486	95	9,335
264	Aurora-Buffalo, Sec. 3	Erie	7, 16, '06	0.74	16	22	2,007	Li or lo stone	3	Limestone	3	Same	Same	100	6,532	51	8,828
265	Deposit	Broome	7, 12, '06	2.78	14	23	3,381	Fieldstone	4	Trap-rock	2	Limestone	Limestone	100	26,678	30	9,597
266	Tunnel	Broome	7, 12, '06	1.70	12	26	Emb. 2,529	Fieldstone	4	Trap-rock	2	Limestone	Limestone	100	13,341	55	7,848
267	Castle Creek	Broome	7, 12, '06	6.00	12	23, 26	Emb. 2,133	Fieldstone	5	Fieldstone	3	Same	Same	100	55,109	27	9,185
268	Bridge	Broome	7, 12, '06	1.00	12, 16	26, 28	3,447	Fieldstone	4	Trap-rock	2	Limestone	Limestone	100	10,629	79	10,630
269	Hilton	Monroe	7, 11, '06	4.30	12	18	1,817	Local fld	3	Local gran	4	Same	Same	100	26,970	78	6,272
270	Birch Hill	Nassau	7, 10, '06	1.16	16	32	3,095	Trap-rock	3	Trap-rock	3	Same	Same	100	11,728	34	10,111
271	Utica-Oneida Castle, Sec. 2	Oneida	9, 15, '06	8.53	16	32	2,849	Limestone	4 & 3	Li and gneiss	2 & 3	Limestone	Limestone	100	99,700	00	11,800
272	Orchard Park, Sec. 5	Erie	7, 10, '06	1.21	16	28	2,345	Limestone	3	Limestone	3	Same	Same	100	13,700	00	11,322
273	Seneca River, North Side	Seneca	12, 4, '07	1.30	16	.....	3,280	Local stone	4	Local stone	2	Same	Same	100	17,250	00	13,270
274	Gulf Bridge, Sec. 1	Broome	7, 12, '06	1.75	12	24, 26	4,514	Fieldstone	4	Fieldstone	2	Same	Same	100	14,175	84	8,100
275	Union-Maine	Broome	7, 12, '06	3.04	12	24	Emb. 3,476	Fieldstone	4	Fieldstone	2	Same	Same	100	33,717	00	11,091
276	Barnards Crossing, Secs. 1 and 2	Monroe	7, 13, '06	4.14	16	22	2,174	Local fld	3	Limestone	3	Same	Same	100	39,200	00	9,469
277	Lake Pleasant-Speculator	Hamilton	7, 12 '06	3.44	12	26	Emb. 3,427	Local stone	3	Local stone	3	Same	Same	100	31,131	54	9,049
278	Syracuse-Watertown	Oswego	9, 20, '07	2.41	16	26	1,910	Local stone	4	Limestone	2	Same	Same	100	25,939	06	10,763
279	West Oswego River	Oswego	9, 20, '07	2.48	16	28	1,732	Local stone	4	Trap-rock	2	Same	Same	100	26,963	67	10,872

NOTE.—Board of Supervisors rescinded resolution of approval of Road 226 prior to amendment to Chap. 115, Laws 1898, prohibiting such action.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

Highway No	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	Materials. Bottom. Kind of crushed rock.	Bottom. Thickness.	Top. Kind of crushed rock.	Top. Thickness.	Top. Kind of wearing course.	Top. Kind of binder.	Per cent. completed.	Total Cost Completed. Waele.	Total Cost Completed. Per mile.
					Feet.	Feet.										
280	Oswego-Sterling	Oswego	9, 18, '06	1.66	16	26	Emb. 1,386	Fieldstone	4½	Trap-rock	1½	Limestone	Limestone	100	$16,135 95	$9,720
281†	West Point-Central Valley	Orange														
282	Greenville-Slate Hill	Orange	8, 30, '06	7.13	12	26	5,007	Local stone	3	Local stone	3	Same	Same	100	59,792 95	8,396
283	Greenville-Port Jervis	Orange	9, 4, '06	5.11	12	28	8,395	Local stone	3	Local stone	3	Same	Same	100	63,799 50	12,435
284	Averill Park-Crooked Lake	Rensselaer	7, 2, '06	3.61	14, 16, 20	26	2,431	Local stone	3	Local stone	3	Same	Same	100	32,132 83	8,901
285	Nassau-Brainard	Rensselaer	7, 7, '06	3.65	12	24, 26	5,507	Local stone	3	Local stone	3	Same	Same	100	31,764 64	8,703
286	Left Fork-German Church-Redman Road	Monroe	9, 20, '07	5.55	12	28	1,870	Local stone	4	Granite	3	Same	Same	100	37,379 61	6,735
287	Rensselaer-Best	Rensselaer	8, 30, '06	4.75	12, 20	26	Emb. 3,023	Local stone	3	Local stone	3	Same	Same	100	40,203 73	8,464
288	Troy-Sand Lake, Sec. 2	Rensselaer	7, 3, '06	3.72	18	28	2,029	Gravel	3	Gravel	3	None	None	100	16,867 35	4,534
289§	Crescent Avenue	Suffolk	9, 3, '07	1.91	16			Approved st	3	Trap-rock	3	Same	Same			
290	South Salina Street	On'daga	8, 31, '06	1.06	16	26	Emb. 1,981	Limestone	4	Syenite	2	Limestone	Limestone	100	12,127 22	11,441
291	Cemetery	On'daga	9, 18 '07	0.89	16		3,135	Limestone	4	Limestone	2	Same	Same	100	10,111 63	11,361
292	West Lake, Sec. 2	On'daga	7, 10, '06	1.00	16	26	Emb. 2,500	Approved st	4	Limestone	2	Same	Same	100	10,511 19	10,511
293	East Lake, Sec. 2	On'daga	7, 10, '06	1.00	16	26	Emb. 2,100	Fieldstone	4	Limestone	2	Same	Same	100	9,496 34	9,496
294	Clover Street, Sec. 1	Monroe	9, 17, '07	5.89	12	24, 32	2,915	Local stone	4	Lo gran fid	3	Lo stone	Tarvia	100	45,000 00	7,640
295	Mohawk River Road-Floyd	Oneida	7, 10, '06	2.90	16	26	2,929	Limestone	4	Gneiss	3	Limestone	Limestone	100	31,043 81	11,087
296	Mohawk River Road-Marcy	Oneida	7, 10, '06	4.54	16	26	Emb. 2,844	Limestone	4	Gneiss	3	Limestone	Limestone	100	52,078 64	11,471
297	Mohawk River Road-Deerfield	Oneida	7, 10, '06	3.74	16	26	Emb. 1,568	Limestone	4	Gneiss	3	Limestone	Limestone	100	43,100 00	11,524
298	Amsterdam-Hagaman	Montg'y	7, 9, '06	2.20	14	24	1,856	Local stone	3	Local stone	3	Same	Same	100	14,824 10	6,738
299	Saulwater's Cor's-Young's Cors	Montg'y	7, 11, '06	2.77	12	22	4,034	Local stone	3	Local stone	3	Same	Same	100	26,372 10	9,521
300	De Graff's Cor.-Sherburne's Cor	Montg'y	7, 11, '06	1.13	12	22	2,000	Local stone	3	Local stone	3	Same	Same	100	10,200 00	9,027
301	Minaville-Scotch Bush	Montg'y	7, 9, '06	2.34	12	22, 24, 26	1,747	Local stone	3	Local stone	3	Same	Same	100	16,000 00	6,838

302	Fonda–Berryville		Montg'y	7,	9,	'06	2 00		14	24	Emb. 3,295	Local stone	3	Trap-rock	3	Same	Same	100	17,300 00	8,650
303			Montg'y	9,	3,	'07	3 21		16		2,740	Approved st	3½	Approved st	3½	Same	Same	100	19,124 46	6,681
304		1	Montg'y	9,	3,	'07	5 66		14		3,940	Approved st	3	Approved st	3	Same	Same	100	61,394 19	10,847
305			Ulster	7,	3,	'06	7 25		16	22, 26, 28	4,216	Local stone	3	Local stone	3	Same	Same	100	63,199 60	8,717
306			Ulster	9,	3,	'07	5 564		16		2,815	Approved st	3	Local rock	3	Same	Same	100	51,388 12	9,235
307			Ulster	9,	3,	'07	7 16		14		4,000	Approved st	4	Approved st	3	Limestone	Limestone	100	58,214 19	8,130
308			Ulster	1,	10,	'08	4 16		16		4,330	Approved st	3	Approved st	3	Same	Same	100	47,630 65	11,464
309†																				
310			Ulster	5,	3,	'11	4 25		14, 16	26	4,357	Approved st	3	Approved st	3	Same	Bit. mat	100	42,367 30	9,960
312		1	Orange	9,	4,	'06	4 306		12	22	6,595	Local stone	3	Local stone	3	Same	Same	100	37,333 20	8,493
313		2	Orange	9,	3,	'07	5 18		12		5,465	Approved st	3	Approved st	3	Same	Same	100	51,389 00	9,921
313 A		2	Orange			'11	1 30		14, 16	24, 26	*7,350	Approved st	3	Approved st	3	Same	Bit. mat	100		
314			Otsego	6,	30,	'06	4 37		16	26, 28	3,368	Local stone	3	Local stone	3	Same	Same	100	52,782 25	12,078
315			Otsego	7,	9,	'06	3 537		16	24, 26	2,679	Local stone	3	Local stone	3	Same	Same	100	29,892 80	8,437
316			Otsego	7,	10,	'06	1 26		16	26, 28	3,059	Local stone	3	Local stone	3	Same	Same	100	12,750 00	10,119
317			Otsego	7,	10,	'06	2 73		16	28	Emb. 2,256	Limestone Lo qua stone	3	Limestone Trap-rock	3	Same Same & li...	Same Same & li...	100	28,200 00	9,597
318			Otsego	6,	30,	'06	2 03		14	24	4,169	Local stone	3	Local stone	3	Same	Same	100	18,871 15	9,296
319			Otsego	6,	30,	'06	3 66		16	22, 26, 32	4,058	Limestone	3	Limestone	3	Same	Same	100	34,760 92	9,497
320			Seneca	9,	18,	'07	5 72		16	28	1,430	Limestone	4	Limestone	2	Same	Same	100	50,467 70	8,823
321			Seneca	11,	12,	'08	4 31		12, 16	26, 28	2,367	Fld or qu subbase	8	Limestone	3	Limestone	Oil	100	53,257 02	12,356
323			Seneca	2,	14,	'10	3 86		16	28, 32	1,927	Approved st	6	Limestone	2	Same	Bit mat	100	47,390 70	12,277
324		1	Seneca	3,	25,	'11	3 19		16	28	2,524	Sub-base	6	Limestone	3	Same	Bit. mat	100	37,266 01	11,682
326			Seneca	6,	11,	'12	4 03		14, 16	28 30	*1,898	Sub-base	7	Approved st	3	Same	Bit. mat A A A.	13		
327†																				
328			On'daga	8,	31,	'06	1 31		12	26	4,484	Limestone	4	Limestone	2	Same	Same	100	18,846 35	14 387
329			On'daga	11,	23,	'06	2 33		12	24 26	4,828	Limestone	4	Limestone	2	Same	Same	100	30,972 03	13,350
330		n-	On'daga	9,	20,	'07	2 44		14	22, 24 26, 28	3,830	Local stone	4	Limestone.	2	Same	Same	100	26,743 01	10,962
331		3	Westchest	7,	20,	'06	3 88		14, 16	26, 28	2,921	Local stone	3	Local stone	3	Same	Same	100	47,164 20	12,156
332		4	Westchest	7,	20,	'06	3 23		14	24, 28	4,535	Local stone	3	Local stone	3	Same	Same	100	35,898 45	11,114
333		3	Ontario	7,	10,	'06	1 09		14	22	2,867	Limestone	3	Limestone	3	Same	Same	100	9,385 93	8,611
334			Ontario	7,	10,	'06	1 09		16	32	1,992	Limestone	3	Limestone.	3	Same	Same	100	15,153 43	8,967
335	Victor–Mendon, Sec. 1		Ontario	7,	5,	'06	5 20		12	24, 32	2 841	Local stone	3	Limestone	3	Same	Same	100	41,295 40	7,941
336	Cayuga Heights		Tompkins	8,	30,	'06	3 17		12	24, 26, 28	Emb. 6,151	Local stone	4	Limestone	2	Same	Same	100	36,350 00	11,466
337	Syracuse Turnpike		Madison	9,	20,	'07	1 58		12	26	2,955	Limestone	4	Limestone	2	Same	Same	100	13,245 11	8,382
338	Catskill Turnpike, Sec. 2		Tompkins	8,	30,	'06	1 38		16	26	4,891	Fieldstone	4	Limestone	2	Same	Same	100	14,900 00	1,797
339	Georgetown		Madison	9,	18,	'06	3 29		12, 16	22, 26	3,040	Local stone	4	Limestone	2	Same	Same	100	30,962 00	9,411
340	Saratoga–Corinth		Saratoga	7,	6,	'06	7 25		14	28	2,595	Local stone	3	Trap-rock	3	Limestone	Limestone	100	52,920 83	7,299
341	Stockport–Hudson		Columbia	7,	6,	'06	2 60		16	26, 28	Emb. 2,151	Local stone	3	Trap-rock	4½	Same	Same	100	23,047 69	8,864
342	Chatham–Chatham Center		Columbia	8,	28,	'06	1.12		16	24	7,501	Gravel	4	Gravel	4	None	None	100	7,229 60	6,456
343	Pawling–Patterson		Dutchess	7,	7,	'06	2 23		14	24, 28	Emb. 3,928	Local stone	3	Local stone	3	Same	Same	100	24,078 97	10,798

† No. 281, No. 309, No. 327 built as State Highways. § U. S. Government appropriated adjacent land for Federal purposes.
* Yardage based on Preliminary Estimate, all others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS. BOTTOM. Kind of crushed rock.	BOTTOM. Thickness.	TOP. Kind of crushed rock.	TOP. Thickness.	TOP. Kind of wearing course.	TOP. Kind of binder.	Per cent. completed.	TOTAL COST COMPLETED. Whole.	TOTAL COST COMPLETED. Per mile.
					Feet.	Feet.										
344	Millerton–Northeast Center....	Dutchess..	7, 9, '06	1.78	14	24, 26	4,284	Local stone..	3	Local stone..	3	Same.....	Same.....	100	$17,950 01	$10,084
345	Canajoharie–Sprout Brook.....	Montg'y...	12, 18, '07	4.66	14	.....	2,650	Approved st.	3	Approved st.	3	Same.....	Same.....	100	42,066 08	9,027
346	Sprakers–Rural Grove, Sec. 2..	Montg'y...	11, 12, '08	2.52	14	24	4,380	Approved st.	3	Approved st.	3	Same.....	Oil.....	100	26,473 01	10,505
347	Canajoharie–Sharon Spgs., Sec.2	Montg'y...	11, 12, '08	2.94	14	24	4,354	Approved st.	3	Approved st.	3	Same.....	Bit. Mat....	100	36,158 00	12,330
348	Collamer.....	On'daga...	7 9, '09	1.90	16	26	Emb. 1,842	Limestone...	4	Limestone...	2	Same.....	Same.....	100	28,881 91	15,201
349†																
350	Highland–Gardiner, Part 1....	Ulster.....	2, 14, '10	7.30	14, 16	26	5,036	Approved st.	4	Approved st.	2	Same.....	Bit mat.....	100	95,628 28	13,100
351	Highland–Gardiner, Part 2....	Ulster.....	4, 24, '12	7.80	14	24, 26	*5,000	Sub-base....	6	Approved st..	3	Same.....	Bit. mat. A..	100	.....	.....
352	Kingston–Ellenville, Part 4....	Ulster.....	4, 29, '12	1.91	14	26	4,612	Concrete....	6	.....	½	Screenings...	Bit. mat., T. & H. O....	100	21,301 27	11,153
353§																
354	Highland Landing–Highland...	Ulster.....	6, 10, '12	1.17	28	28	*10,000	Concrete....	5	.....	....	Brick.....	.....	14	.....	.....
355	Wellsburg.....	Chemung.	3, 9, '08	4.51	16	.....	5,675	Local stone..	3	Trap-rock...	3	Same.....	Same.....	100	58,000 00	12,814
356	Erin–Horseheads.....	Chemung..	7, 7, '06	9.22	16	24, 32	Emb. 2,282	Limestone...	3	Limestone...	3	Same.....	Same.....	100	93,807 99	10,174
357	Grand Central Ave.....	Chemung..	9, 13, '06	1.57	16	28, 32	2,051	Limestone...	3	Trap-rock...	3	Limestone...	Limestone...	100	15,754 30	10,035
358	Horseheads–Corning.....	Chemung..	12, 2, '07	7.14	16	.....	2,365	Local stone..	3& 6	Trap-rock...	3	Same.....	Same.....	100	80,600 00	11,288
359	Frankfort–Utica, Sec. 2.....	Herkimer..	7, 10, '06	1.89	16	26	2,711	Local stone..	3	Trap-rock...	3	Same.....	Same.....	100	16,748 34	8,862
360	Poland–Cold Brook.....	Herkimer..	7, 2, '06	0.35	16	26	3,006	Local stone..	3	Trap-rock...	3	Same.....	Same.....	100	4,150 00	11,857
361	Johnstown–Tribes Hill, Sec. 1..	Fulton....	7, 9, '06	2.22	16	26	4,041	Local stone..	3	Local stone..	3	Same.....	Same.....	100	20,267 60	9,130
362	Northville–Chapman's Cors....	Fulton....	9, 3, '07	1.71	24, 14	.....	3,215	Approved st.	3	Trap-rock...	3	Same.....	Oil.....	100	19,085 05	11,161
363	Mayfield–Northville, Sec. 1....	Fulton....	9, 3, '07	1.37	16	.....	3,600	Approved st.	3	Approved st.	3	Limestone...	Limestone...	100	11,193 85	8,171
364	Preston Hollow–Potter Hollow.	Albany....	7, 12, '06	3.13	14	24, 26	3,304	Local stone..	3	Local stone..	3	Same.....	Same.....	100	24,441 26	7,809
365	Guilderland Cen'r–Guilderland.	Albany....	7, 3, '06	1 89	14	24	2,662	Local stone..	3	Trap-rock...	3	Same.....	Same.....	100	16,847 42	8,914
366	New Scotland–Wolf Hill... ...	Albany....	7, 11, '06	6.85	12, 14	24	5,102	Local stone..	3	Local stone..	3	Same.....	Same.....	100	78,422 97	11,449
367	Glenmont–Feura Bush.....	Albany....	7, 6, '06	6.77	12	22, 24	2,802	Local stone..	4	Limestone...	2	Same.....	Same.....	100	62,750 00	9,269
368	Augusta Road–Augusta.	Oneida....	11, 23, '06	3.38	14	28	Emb. 2,663	Limestone...	4	Limestone...	2	Same.....	Same.....	100	36,000 00	10,650
369	Augusta Road–Oriskany Falls..	Oneida....	8, 29, '06	2.90	14	22	Emb. 2,408	Limestone...	4	Limestone...	2	Same.....	Same.....	100	28,453 57	9,516
370	Minetto.....	Oswego....	9, 18, '06	0.48	16	26	4,479	Fieldstone...	4	Trap-rock...	3	Limestone...	Limestone...	100	6,750 00	14,063

371	Clinton Street, Sec. 1	Erie	7, 18, '06	5 65		16	24, 28	1,693	Limestone	3	Limestone	3	Same	Same	100	158,044 00	27,972
372	Clinton Street, Sec. 2	Erie	7, 18, '06	6 14		16	24, 28	2,007	Limestone	3	Limestone	3	Same	Same	100	122,280 00	19,910
373	Goodrich Road	Erie	7, 9, '06	8.77	12, 16	16, 32		3,130	Limestone	3	Limestone	3	Same	Same	100	80,000 00	9,122
374	Maine	Broome	7, 12, '06	3 37		12	20, 26,28	2,801	Fieldstone	4 & 3	Fieldstone	4 & 3	Same	Same	100	33,350 00	10,489
375	Barker	Broome	7, 12, '06	0.62		16	28	Emb. 3,282	Fieldstone	4	Trap-rock	2	Limestone	Limestone	100	6,367 42	10,270
376	Gloversville–Bull Run	Fulton	9, 3, '07	2.38		12		4,620	Approved st	3	Approved st	3	Same	Same	100	23,588 24	9,911
377	Cincinnatus	Cortland	7, 10, '06	0.42		16	26	Emb. 1,571	Limestone	4	Limestone	2	Same	Same	100	4,000 00	9,524
378	McGrawville	Cortland	7, 10, '06	2.92	12, 16	24, 26		Emb 2,203	Fieldstone	4	Limestone	2	Same	Same	100	29,480 42	10,096
379	Hartford	Cortland	9, 19, '06	0.91		12	26	1,848	Fieldstone	4	Limestone	2	Same	Same	100	7,600 00	8,331
380	State Road–Homer	Cortland	11, 14, '06	4.39		12	24	Emb 2,825	Fieldstone	4	Limestone	2	Same	Same	100	21,100 00	4,806
381	State Road–Scott	Cortland	9, 20, '07	2.72	12, 16	24, 26		2,050	Local stone	4	Limestone	2	Same	Same	100	30,527 04	11,223
382		Orange	12, 18, '07	8 57		14		2,441	Approved st	3	Approved st	3	Same	Same	100	58,851 06	8,968
383		Cayuga	7, 10, '06	2 19		16	24, 26	Emb. 1,336	Limestone	4	Limestone	2	Same	Same	100	19,224 06	8,778
384		Cayuga	11, 10, '06	3 17		12	24, 26,28	2,820	Limestone	4	Limestone	2	Same	Same	100	30,985 07	9,774
385		Albany	9, 3, '07	5 14		16		2,926	Gr tr-ro gn	4	Limestone	3	Same	Same	100	54,112 26	10,528
386		Orleans	8, 31, '06	3 473		12	25, 32	1,288	Local fld	3	Local fld	3	Same	Same	100	20,159 91	5,810
387		Orleans	8, 31, '06	5 801	12, 16	16, 32		2,138	Local fld	5 & 3	Local fld	3	Same	Same	100	40,680 00	7,048
388		Orleans	7, 9, '06	3 43	12, 16	26, 32		2,344	Local fld	3	Local gran	3	Same	Same	100	23,328 73	6,801
389		Orleans	9, 27, '07	3 06		12	24, 32	2,570	Local stone	3	Limestone	3	Same	Same	100	20,100 28	6,547
390		Orleans	9, 27, '07	2 80		12	24, 32	2,670	Local stone	3	Limestone	3	Same	Same	100	18,941 41	6,410
391		Orleans	12, 4, '07	4.54		12		2,390	Local stone	3	Limestone	3	Same	Same	100	29,949 80	6,597
392		Orleans	11, 12, '08	3 34	12, 16	25, 28 30, 32		1,870	Local stone	3	Limestone	3	Stone	Oil	100	22,886 10	6,846
393		Orleans	6, 6, '10	3.61	14, 16	30, 32		2,537	San or gran	4	San or gran	2	Same	Bit mat	100	31,893 67	8,535
394		Orleans	5, 1, '11	3.24	14, 20	24, 30		3,274	Approved st	3	Granite	3	Same	Bit. mat	100	27,268 86	8,416
395		Orleans	5, 1, '11	5.40	12, 14, 16	22, 28 30, 32		3,608	Approved st	3	Limestone	3	Same	Bit. mat	100	47,909 28	8,872
397		Montg'm'y	2, 14, '10	6 52		14		*4,188	Approved st	4	Limestone	2	Same	Bit. mat	100		
398		Monr.–Or.	1, 18, '08	5 53		12		2,305	Local stone	3	Lo best stone	3	Same	Same	100	39,531 05	7,123
399		Monroe	9, 19, '07	6 84		16	26, 32	2,325	Slag or lo fld	5	Limestone	3	Same	Oil	100	62,000 00	11,966
400		Monroe	9, 24, '07	0 93		16	22, 32	2,540	Local stone	3	Limestone	3	Same	Same	100	7,849 10	8,440
401		Monroe	12, 3, '07	1 90	14, 16			1,350	Concrete Limestone	5 3		 3	Brick Same		100	28,521 19	15,011
402		Monroe	12, 4, '07	3 62		16		2,140	Local stone	4	Limestone	3	Same	Oil	100	28,672 00	8,068
403		Monroe	11, 26, '07	2 08		14		1,890	Local stone	3	Limestone	3 & 4	Same	Same	100	21,300 00	10,240
405		Westchest	9, 3, '07	2 25		14		1,524	Approved st	3	Trap-rock	3	Same	Same	100	15,732 20	6,992
406		Oneida	11, 27, '06	2 88		14	24	Emb. 1,959		4	Limestone	2			100	35,930 43	9,280
407		Schen't'y	9, 4, '07	3 025		16		6,700	Approved st	3	Approved st	3	Same	Same	100	35,640 72	11,782
408		Monroe	11, 26, '07	2 43	14, 15,16			5,285	Local stone	4 & 3	Limestone	3			100	24,666 50	10,151
409		Montg'y	8, 23, '11	6.22		14	24	4,991	Approved st	4	Limestone	2	Same	Bit. mat	100	95,351 35	15,330
411	West Point–Cornwall	Orange	12, 2, '07	2.47		14		*25,541	Approved st	3	Approved st	3	Same	Same	80		

*Yardage based on Preliminary Estimate, all others taken from Final Estimate. † No. 349 built as State Highway. § Flooded by Ashokan Reservoir.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole.	Per mile.
					Feet.	Feet.										
412	Port Jervis–Sullivan Co. Line..	Orange....	11, 17, '08	5.75	14	26	5,220	Approved st	3	Approved st.	3	Same.....	Asphalt c'm't	100	$77,314 08	$13,428
413	Highland Mills–Monroe.....	Orange....	11, 17, '08	3.27	14	26	4,350	Approved st.	3	Approved st	3	Same.....	Asphalt c'm't	100	42,633 63	13,047
414	Scott's Corners–Burnside.....	Orange....	5, 27, '10	5.54	16	22	3,672	Gravel.....	4	Gravel.....	4	Gravel.....	Gravel.....	100	.....	.....
415	Newburg–Cornwall.....	Orange....	4, 25, '11	3.37	14	24	4,?39	Approved st.	3	Approved st.	3	Same.....	Oil & bit. mat	100	43,918 02	13,032
416	Rockland County Line-Tuxedo	Orange....	4, 27, '11	5.89	14	24	8,722	Approved st.	3	Approved st.	3	Same.....	Same.....	100	105,909 30	12,981
417	Glens Falls–Lake George	Warren....	7, 10, '06	7.56	16	24, 26	2,543	Local stone..	3	Trap-rock...	3	Same.....	Same.....	100	77,448 25	10,244
418	Lake George–Bolton Landing..	Warren....	7, 10, '06	9.74	16	26	3,387	Local stone..	3	Local stone..	3	Same.....	Same.....	100	103,871 00	10,664
420	Vestal.....	Broome...	7, 12, '06	3.69	12, 16	28	Emb. 3,008	Approved st.	4	Trap-rock...	2 & 3	Same.....	Same.....	100	37,700 00	10,216
421	Conklin.....	Broome...	12, 2, '07	7.83	14	.....	2,760	Approved st.	4	Trap-rock...	2	Same.....	Same.....	100	84,100 00	10,741
423	Watertown–Theresa, Sec. 3....	Jefferson...	9, 20, '07	4.19	12, 16	22, 26, 28	2,450	Limestone...	4	Limestone...	2	Same.....	Bit mat.....	100	52,932 47	12,633
424	Belleville–Adams, Sec. 1.....	Jefferson...	11, 16, '06	1.60	12	26	Emb. 2,094	Limestone...	4	Limestone...	2	Same.....	Same.....	100	11,011 31	6,882
425	Adams–Watertown, Sec. 2.....	Jefferson...	7, 3, '06	3.16	12, 16	24, 26	3,513	Limestone...	4	Limestone...	2	Same.....	Same.....	100	23,701 70	7,501
426	State, Sec. 2.....	Jefferson...	3, 23, '08	4.05	12	.....	3,085	Local stone..	4	Local stone..	2	Same.....	Same.....	100	46,580 45	11,501
427	Watertown-Carthage, Sec. 2...	Jefferson..	7, 7, '06	5.47	12, 16	22, 24, 26	Emb. 6,857	Limestone...	4	Limestone...	2	Same.....	Same.....	100	42,184 15	7,712
428	Watertown–Carthage, Sec. 3...	Jefferson...	12, 18, '07	4.88	12	.....	1,643	Local stone..	4	Gr. lime... Local stone	2	Same.....	Same.....	100	34,282 19	7,026
429	Thompson.....	On'daga..	7, 9, '06	2.83	12	24	Emb. 3,021	Limestone...	4	Limestone...	2	Same.....	Same.....	100	21,929 97	7,749
430	Jordan Valley, Sec. 1.....	On'daga...	7, 20, '06	1.72	12	24	Emb. 2,600	Fieldstone...	4	Limestone...	2	Same.....	Same.....	100	15,094 21	8,776
431	Skaneateles–Spafford.....	On'daga...	7, 20, '06	2.50	12	22, 24	Emb. 4,428	Fieldstone...	4	Limestone...	2	Same.....	Same.....	100	28,700 00	11,480
432	Rhinebeck–Hyde Park.....	Dutchess..	8, 31, '06	3.26	16	26, 30	6,009	Local stone..	3	Local stone..	3	Same.....	Same.....	100	33,985 40	10,149
433	Chasy–Chasy Landing.....	Clinton....	9, 1, '06	4.60	14	26	2,323	Local stone..	3	Local stone..	3	Same.....	Same.....	100	34,913 65	7,590
434	Arrondale–Bay View.....	Nassau....	7, 10, '06	1.69	12	26	1,450	Local stone..	3	Trap-rock...	3	Same.....	Same.....	100	16,323 58	9,659
435	South Glenwood–Meet'g House.	Nassau....	9, 1, '06	1.94	12, 16	24, 26	2,754	Local stone..	3	Trap-rock...	3	Same.....	Same.....	100	22,357 96	11,525
436	Jericho Turnpike–Plainview....	Nassau....	9, 1, '06	6.98	12	26, 28	2,490	Local stone..	3	Trap-rock...	3	Same.....	Same.....	100	82,038 96	11,753

437	Jerusalem Ave.–Front St ...	Nassau...	9, 4, '07	7 09		14	.....	2,318	Trap-rock ..	3	Trap-rock...	3	Same.....	Oil... ..	100	74,892	84	16,521
438	Augusta Rd.–Lowell and Spen'r	Oneida .	8, 29, '06	7.10		14, 16	24, 26	Emb. 1,746	Limestone	4	Limestone .	2	Same.....	Same ...	100	83,000	00	11,700
439	East Nassau–Brainard. ..	Rensselaer.	9, 4, '07	3 78		12	.....	6,901	Approved st	3	Approved st	3	Same	Same.....	100	39,146	07	10,350
440	Philadelphia, Secs. 1, 2, 3	Jefferson.	11, 19, '08	5 40		12	24	3,130	Fld or qu sub base	3	Gneiss.....	3	50% li,50%tr	Bit mat...	100	55,500	00	10,277
441	Saratoga–Glens Fls. Secs. 4 & 5	Saratoga.	8, 31, '06	8 32		14	24, 28	2 550	Local stone .	3	Local stone	3	Same	Same	100	62,390	83	7,499
442		Saratoga.	9, 4, '07	6 14		12	.... .	4,315	Approved st	4	Trap-rock..	2	Same.....	Oil..... ..	100	44,445	50	7,239
443	Schuyler-																	
		Saratoga.	9, 4, '07	6 28		14, 16	.. .	2,715	Approved st	3	Trap-rock	3	Same ..	Same	100	51,988	77	8,278
444		Broome	11, 18, '06	1 135		16	28	4,050	Local stone	4	Trap or sven't	2	50% li,50%tr	Oil	100	10,760	66	9,439
445	[illegible] Center Lisle	Broome	12, 20, '07	2 70		12	....	4,450	Local stone..	4	Trap-rock..	2	Same.. .	Same .	100	34,220	00	12,674
446	[illegible]rd-Groton, Sec 1	Cortland	7, 10, '06	1 35		16	28	1,926	Fieldstone	4	Limestone	2	Same.....	Same .	100	10,892	31	8,068
447	Warwick–Greenwood Lake.. .	Orange .	6, 11, '12	5 86		14	24	*13,595	Approved st	3	Approved st	3	Same ...	Bit mat, A A. A	44	.....		.....
450	Phoenix–Pennellville	Oswego	9, 20, '07	1 92		12, 16	26	2 470	Limestone	4	Limestone .	2	Same.	Same .	100	24,144	37	12,575
451	Minetto–Fulton	Oswego	1, 14, '08	1 99		12	.. .	5,810	Limestone .	4	Trap-rock .	2	. ...	. ...	100	15,293	60	7,685
452	Cicero-South Bay .	On'daga .	7, 9, '06	3.53		16	26	Emb. 1 848	Lo qua st .	4	Lo qua st	2	Same	Same ..	100	38,810	97	11,022
453	Poughkeepsie–Hyde Park	Dutchess	7, 10, '06	4 00		16	26, 28, 32	2 603	Local stone .	3	Local stone	3	Same	Same . ..	100	42,923	60	10,731
454	Ithaca . .	Tompkins .	8, 30, '06	3 66		16	24, 26, 28	3,033	Fieldstone	4	Limestone .	2	Same. . . .	Same	100	33,216	18	9,075
455	Weikoff..	Tompkins	5, 30, '06	0 34		12	28	Emb. 5,809	Local stone	4	Limestone	2	Same	Same . .	100	41,302	00	12,148
456	Little Falls-East Creek .	Herkimer	7, 19, '06	5 39		16	26	4,991	Trap-rock	3	Gneiss..	3	Same ..	Same ..	100	30,307	08	5,623
457	Little Falls-Herkimer	Herkimer	7, 9, '06	5 32		16	26	5,781	Local stone	3	Trap-rock..	3	Same ...	Same . .	100	59,400	25	11,165
458	Herkimer-Ironstart	Herkimer	7, 10, '06	3 69		16	26	3,902	Local stone	3	Trap-rock .	3	Same .. .	Same . .	100	33,293	63	9,023
459	East Schuyler Deerfield..	Herkimer	7, 9, '06	5 53		16	26	3,336	Local stone	3	Trap-rock .	3	Same ..	Same ...	100	56,201	90	10,163
460	Herkimer-Middleville .	Herkimer.	7, 10, '06	6 30		12, 14, 15 16	24	3,407	Local stone	3	Local stone	3	Same	Same ..	100	82,504	61	13,096
461	Middleville Poland	Herkimer	10, 22, '07	6 07		14, 16	24, 30	4,190	Approved st	3	Trap-rock .	3	{ Same . Limestone	Same Limestone	100	67,395	81	11,103
462	Old Forge-Mt Keever	Herkimer	12, 2, '07	10 34		12	.	9,720	Local stone	3	Local stone	3	Same .	Same .	100	182,665	80	17,668
463	Manheim Center-Salisbury Cen	Herkimer.	12, 3, '08	5 52		14	24	6,465	Approved st	3	Approved st	3	Same . ..	Oil .	100	69,283	36	12,551
464	Salisbury Center-Stratford	Herkimer.	11, 12, '08	5 46		14	24, 30	5,682	Approved st	3	Approved st	3	Same ..	Oil	100	52,579	87	9,630
465	Salisbury–Burrells .	Herkimer.	4, 25, '11	5 43		14	28	9,719	Approved st	3	Limestone	3	Same ...	Same ..	100	54,409	57	10,020
466	Burrells–Middleville .	Herkimer.	5, 3, '11	5 58		14, 16	20, 24 26, 28	*9,068	Approved st	3	Gneiss.....	3	25% li, 57% gneiss	Same, bit mat	57	.....		.....
467	Newport–Norway–Cold Brook	Herkimer	4, 24, '12	6 92		14, 16	28, 32	*4,530	Approved st	3	Approved st	3	Same.....	Bit. mat. A. & A. A.	88	.....		.....
474	Clover Street, Sec 2 . .	Monroe	11, 26, '07	1 95		16	.. ...	3,490	Local stone	3	Limestone.	3	Same.... .	Oil . ..	100	18,600	00	9,540
475	Suspension Bridge–Lewiston.	Niagara	9, 8, '06	2 42		16	26	5,744	Limestone	3	Limestone	3	Same.....	Same . .	100	28,848	45	11,921
476	Ausable Forks-Clintonville .	Clinton	8, 31, '06	5 38		14, 22	24	2,721	Local stone .	3	Local stone .	3	Same.....	Same . . .	100	52,279	75	9,717
477	Valley Falls. . .	Rensselaer	11, 18, '07	6 43		14, 16	24, 26	5,055	Approved st	3	Approved st	3	Same.....	Same .	100	48,929	46	7,563
478	Raymertown-Raymertown .	Rensselaer	11, 26, '07	3 21		14	28, 30	2,042	Local stone.	3	Limestone...	3	{ Same . Limestone	Same . Limestone	100	26,956	23	8,396
479	Fairport, Sec 2...	Monroe	11, 26, '07	0 27		16	.. ...	5,290	Limestone ..	3	Limestone...	3	Same.... .	Same. ..	100	3,427	23	12,698

*Yardage based on Preliminary Estimate, all others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	Materials. Bottom. Kind of crushed rock.	Bottom. Thickness.	Top. Kind of crushed rock.	Top. Thickness.	Top. Kind of wearing course.	Top. Kind of binder.	Per cent. completed.	Total Cost Completed. Whole.	Total Cost Completed. Per mile.
					Feet.	Feet										
480	Buffalo, Sec. 4	Monroe	11, 12, '08	3 02	16	24, 28, 30, 32	2,053	Local stone.	3& 5	Limestone.	3	Same	Rock asphalt	100	$35,248 40	$11,671
481		Monroe.	11, 12, '08	0 99	16	22, 24	4,910	Limestone..	3	Limestone .	3	Same	Rock asphalt	100	12,138 06	12 260
482		Livingston	7, 11, '06	2 23	16	32	3,260	Limestone	3	Limestone .	3	Same	Same. .	100	25,000 00	11,211
483		Tompkins	8, 30, '06	4.44	12, 16	22, 26	Emb. 2,860	Fieldstone	4	Limestone..	2	Same. ..	Same...	100	45,171 43	10,174
484		Ontario ..	7, 9, '06	6 79	12	22, 32	2,573	Li or lo stone	3	Limestone. .	3	Same	Same	100	48,875 46	7,196
485		Ontario.	1, 20, '08	3 76	12	...	3,605	Local stone	3	Limestone .	3	Same.. . .	Same ..	100	32,300 00	8,563
486																
		On'daga	11, 10, '08	3 37	12, 16	26, 30	2,359	Fieldstone..	4	Limestone	2	Same	Same....	100	18,242 50	5,410
487		On'daga..	11, 10, '05	3 66	12, 16	24, 26, 32	3,415	Limestone..	3	Limestone. .	3	Same	Same	100	41,572 66	11,383
488		On'daga	10, 18, '07	2 07	12	.	2,625	Limestone.	4	Limestone	2	Same ..	Same	100	17,760 66	8,580
489		On'daga	11, 12, '08	4 44	12, 16	24, 26, 30	3,275	Local stone	4	Limestone..	2	Same.. ..	Bit. mat ..	100	47,093 62	10,606
490		Rensselaer.	11, 20, '07	6 35	16	22, 24	2,195	Gravel.	4	Gravel. ...	4	Same	Same	100	24,424 66	3,846
491		Monroe .	11, 12, '08	1 01	14	32	2,450	Local stone	5	Granite	3	Same ..	Oil	100	9,705 78	9,609
492		Monroe	4, 8, '10	5 75	16	32	2,790	Approved st	3	Limestone	3	Same ..	Same .	100	46,054 03	8,079
493		Monroe .	11, 12, '08	6 26	14	32	2,795	Local stone .	3	Limestone	3	Same	Oil .	100	53,826 02	8,598
493A		Monroe ..	4, 25, '12	0 48	14, 16	22, 32	16,264	Approved st.	5	.	.	Li. dust ..	Roomac . .	100	9,862 95	20,548
494		Monroe...	4, 6, '10	4 43	16	32	2,405	Limestone..	4	Limestone..	2	Same	Bit. mat ..	100	49 3 0 43	11,125
495		Monroe .	5, 1, '11	6 15	16	32	2,843	Fieldstone	3& 6	Dol. or gran	3	Same . .	Bit mat ..	100	56,445 57	9,176
497		Monroe. .	5, 1, '11	2.67	10, 12	24	3,067	Approved st	3	Granite.....	3	50% fi, 50%gr	Same.....	100	19,331 73	7,240
496†																
502		Monroe.	5, 1, '11	5.19	14, 16	22, 30 36, 42, 44	6,540	Sub-base....	6	Gran. & li. st.	3	Same.....	Li. st. sc. & bit. mat	100	57,770 44	11,131
503		Westchest.	10, 16, '07	7.32	16, 20, 22	26, 32	1,765	Approved st.	3	Trap-rock..	3	Same.....	Oil.....	100	85,852 35	11,728
504		Rensselaer.	11, 12, '08	1.09	14, 16	26	2,980	Approved st.	3	Trap-rock...	3	Same	Oil.....	100	18,583 23	10,995
505		Chenango..	11, 10, '06	4.80	12, 16	20, 22, 24	5,626	Limestone ..	4	Limestone .	2	Same.....	Same... .	100	40,969 88	8,906
506		Madison..	7, 6, '06	2 12	12	20, 26, 30	3,000	Limestone...	4	Limestone .	2	Same.. ..	Same.....	100	18,727 49	8,891
507		Niagara	7, 9, '06	4.06	16	32	2,628	Limestone	5	Limestone...	3	Same.....	Same.....	100	39,981 73	9,843
508		Albany ..	9, 4, '07	4.77	14	.....	3,720	Approved st.	4	Trap-rock ..	2	Same.....	Same	100	35,324 35	7,406

509			4, '06	5 40		16	22, 24, 26	Emb. 2,309	Fieldstone..	4	Local sand st.	2	Limestone...	Limestone...	100	44,553	81	8,308			
41			10, '06	4.17		12	26	Emb. 1,685	Fieldstone...	4	Limestone..	2	Same.....	Same.....	100	27,866	00	8,682			
518†																					
519			4, '07	3 92		14	.....	4,230	Approved st.	3	Approved st.	3	Same	Same.....	100	38,402	95	9,797			
520			4, '07	3.56		14	.....	5,580	Approved st.	3	Approved st.	3	Same.....	Oil.....	100	33,062	94	9,314			
521																					
522			20, '07	8.82		12	26	3,241	Local stone..	4	Limestone...	2	Same.....	Same.....	100	86,407	12	10,024			
523			20, '06	4 75		12	22, 32	2,406	Limestone...	5&3	Limestone...	3	Same.....	Same.....	100	39,122	89	8,234			
524			9, '06	8.86		16	16, 32	2,799	Limestone	5	Limestone...	3	Same.....	Same.....	100	113,979	27	12,864			
525			17, '07	5.43	16, 32		32	2,435	Limestone ..	6	Limestone...	2	Same.....	Same.....	100	70,300	00	13,000			
525A			20, '07	4 00		16	22, 32	4,116	Limestone ..	3	Limestone..	3	Same	Same.....	100	38,400	00	9,600			
526			27, '10	0.59		16	32	2,740	Limestone...	3	Limestone...	3	Same.....	Same.....	100	6,063	70	10,311			
527			20, '07	4.01		12	32	2,540	Limestone	3	Limestone..	3	Same.....	Same.....	100	56,569	75	14,107			
528			20, '07	9.47		16	22, 32	2,239	Broken stone	5	Limestone ..	3	Same.....	Same.....	100	105,977	34	11,190			
529			20, '07	7 34		16	22, 32	3,520	Broken stone	6	Limestone...	3	Same.....	Same.....	100	101,318	41	13,808			
530			20, '07	6 02	12, 16		32	2,185	Limestone...	3	Limestone .	3	Same.....	Same.....	100	47,800	00	7,963			
531			20, '07	1.61		16	32	1,405	Limestone...	3	Limestone..	3	Same	Same.....	100	14,000	00	7,725			
532			18, '07	2 50		14	.....	1,237	Limestone...	3	Limestone...	3	Same.....	Same.....	100	19,100	00	7,374			
533			18, '07	1.87		12	.....	1,110	Limestone...	3	Limestone...	3	Same	Same.....	100	11,000	00	5,862			
534			5, '07	5 24	14, 20		.....	3,875	Approved st.	3	Approved st.	3	Same... / Limestone	Same..... / Limestone	100	54,111	94	8,535			
535			9, '06	3.65		14	22, 24, 30	3,503	Local stone..	3	Local stone..	3	Same	Same.....	100	34,344	54	9,409			
536			20, '07	2 70		12	26	2,235	Fieldstone .	4	Limestone ..	2	Same.....	Same.....	100	22,498	50	8,332			
536			12, '08	5.15		16	26, 28, 30	5,023	Approved li..	3	Approved li .	3	Same	Oil.....	100	61,027	96	11,85)			
537			7, '06	4 33		14	24, 28	2,382	Local stone..	...	Local stone..	...	Same...	Same.....	100	38,238	11	7,917			
538			5, '11	5 67		16	23, 32, 44	4,903	Limestone... / Concrete....	3 / 5	Limestone /	3 / ..	Same... / Brick	Bit. mat... /	100	103,590	68	18,270			
539			4, '07	2 09		20	..	2,230	Gravel..	5	Gravel	4	Sand	Sand	100	15,821	53	7,570			
540			6, '06	4 32	14, 16		20, 24	5,400	Gravel.....		Gravel.....	...	None.....	None.....	100	21,319	44	4,935			
541			30, '06	5 75		16	..	3,670	Approved st	3	Gran or gn...	3	Same.....	Oil.....	100	63,580	04	9,304			
542			8, '10	2 69		14	24, 32	8,378	Gneiss. . ..	4	Gneiss or Sy	2	Same.....	Bit mat.....	100	42,179	65	15,6:0			
543			17, '08	6.35	20, 30 / 12, 14	16	30 / 24, 26	3,003	Approved st.	3	Approved st	3	Same..	Oil.....	100	49,653	62	7,819			
544			22, '11	5.77		14	24, 28	6,538	Gneiss... .	3	Gneiss.....	3	Same.....	Bit. mat.....	100	53,204	00	10,964			
545			5, '07	3 22		16	.....	5,090	Trap-rock..	3	Trap-rock..	3	Same.....	Same.....	100	36,558	56	11,354			
546			27, '08	6 025		13	.. ...	1,864	Approved st	3	Trap-rock..	3	Same.....	Oil..... ..	100	52,552	21	8,722			
547																					
			12, '08	6 43		16	28	3,070	Trap-rock...	3	Trap-rock ..	3	Same.....	Bit mat. ...	100	81,366	63	12,654			
548			14, '10	4 74		16	28, 32	4,660	Approved st.	4	Trap-rock ..	2	Same	Bit mat	100	72,839	91	15,267			
549			5, '06	6 93	14, 16, 20		30	2,538	Local stone.	3	Local stone..	3	Limestone...	Same.... .	100	65,439	29	9,443			
550			28, '06	1.99		14	26	3,395	Local stone .	3	Local stone .	3	Same.....	Same.....	100	17,141	18	8,614			
551			10, '06	2 91		14	26	2,611	Local stone .	3	Local stone .	3	Same.....	Same.. .. .	100	26,241	77	9,018			
552	Rhinebeck-Elmaville.....	Dutchess..	9, 5, '07	5.54		16	. .....	4,345	Approved st .	3	Approved st.	3	Same.....	Oil.....	100	51,430	30	9,283			

* Yardage based on Preliminary Estimate, all others taken from Final Estimate.

† Nos. 493 and 518 built as State Highways.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.					Whole.	Per mile.
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.			
					Feet.	Feet.										
553	Fly	Onondaga	11, 12, '08	2.33	12	22, 24 / 26, 28	3,020	Gravel	6	Limestone	3	Same	Oil	100	$18,020 85	$7,734
554	Fabius	Onondaga	11, 12, '08	4.91	12	28, 30	3,315	Local stone	4	Limestone	2	Same	Oil	100	46,006 47	9,369
555	East Syracuse–Chittenango	Onondaga	4, 6, '10	7.77	14	26, 28	3,908	Limestone	4	Syn or Tr ro	2	Same	Bit. mat	100	95,687 77	12,315
556	Manlius–Chittenango	Onondaga	3, 13, '11	3.22	14	24	3,666	Sub-base	6	Limestone	3	Same	Bit. mat	100	35,109 95	10,904
557	Vesper–South Onondaga	Onondaga	3, 25, '11	6.19	14	24	5,880	Sub-base	6	Limestone	3	Same	Bit. mat	100	73,663 55	11,900
558†																
559	Utica–Bridgewater	Oneida	9, 19, '07	9.09	16	26,30, 32	3,040	Limestone	4	Syenite	2	Limestone	Limestone	100	99,122 88	10,904
560	Mohawk River R'd, Rome Sec.	Oneida	9, 19, '07	2.42	16	30, 32	2,645	Fieldstone	4	Syenite	2	Limestone	Limestone	100	23,804 38	9,836
561	Rome–Northwestern, Sec. 1	Oneida	1, 29, '08	4.48	16	12, 16	3,460	Local stone	3	Syenite	3	Limestone	Limestone	100	43,578 40	9,727
562	Rome–Northwestern, Sec. 2	Oneida	1, 29, '08	3.87	12, 16	12, 16	2,812	Local stone	3	Local stone	3	Same	Bit mat	100	60,339 17	15,591
563	Rome–Taberg	Oneida	3, 4, '08	5.11	12, 16	12, 16	2,614	Local stone	3	Syenite	3	Same	Same	100	57,166 91	11,187
564	Rome Roads, Augusta and Westmoreland Secs	Oneida	11, 13, '08	5.02	16	30, 32	2,390	Limestone	4	Sye or Tr ro	2	50% li, 50% tr	Oil	100	60,569 62	12,065
565	Watertown–Theresa, Sec. 1	Jefferson	2, 14, '10	7.35	16	32	4,570	Limestone	4	Limestone	2	Same	Bit mat	100	96,061 33	13,070
566	Wolf Hill–Berne	Albany	11, 21, '07	7.25	12, 16	24, 26	4,272	Approved st	3	Approved st	3	Same	Same	100	62,259 75	8,482
567	Matteawan–Wicopee	Dutchess	9, 5, '07	4.71	14, 16	.....	2,349	Approved st	4	Trap-rock	2	Same	Same	100	39,700 95	8,429
568	Millbrook–Lithgow	Dutchess	12, 3, '07	4.40	16	30	3,900	Approved st	3	Approved st	3	Limestone	Li. sc	100	41,524 32	9,437
569	Baldwin Place–Mahopac	Putnam	7, 11, '06	5.90	14, 16	26, 28	3,106	Local stone	3	Local stone	3	Same	Same	100	46,899 35	7,949
570	Carmel–Kent	Putnam	9, 5, '07	5.02	14, 16	.....	4,706	Approved st	3	Approved st	3	Same	Oil	100	70,834 09	14,110
571	Spring Ave., Troy–Poestenkill	Rensselaer	11, 13, '08	2.61	14	26	3,670	Approved st	3	Approved st	3	Limestone	Oil	100	31,641 69	12,123
573	Sea Breeze–Nine Mile Point	Monroe	5, 1, '11	6.38	14	24	7,228	Gravel	3	Gravel	3	Same	Bit. mat	100	77,185 35	12,098
574‡	Fairport–Nine Mile Point	Monroe	4, 24, '12	4.72	15	26, 28	†1,065	Concrete / Concrete	5 / 5			dust Cal asp med blk	Roc mac	100	103,107 03	21,854
575	Rush–Honeoye Falls	Monroe	4, 25, '12	4.08	12, 16	26	4,608	Sub-base / App'd st	6 / 5	Approved st	3	Li. dust / Same	Rocmac / Bit. mat A	100	39,776 91	9,749
577	Schenectady–Guilderland	Schen't'y	7, 9, '06	7.10	14	26, 30	3,670	Local stone	3	Local stone	3	Same	Same	100	56,704 50	7,987

879	Barre Center–West Barre.....	Orleans...	6, 12, '12	4.62	14, 16	26, 30	3,140	Concrete....	5	.....	...	Screenings ..	Bit mat T HO	100	47,245 71	10,204
883	Couse–Luther.....	Rensselaer	2, 14, '10	3.24	14	24, 26	6,832	Qu or san gt	4	Qu or san gt.	2	Same.....	Bit. mat....	100	35,777 67	10,712
884	Skinnerville–New Home Bridge	Erie	5, 8, '08	7.06	13	.....	264	Limestone..	5	Limestone..	4	Same.....	Same.....	100	87,700 00	11,017
885	Towners Corners–County Line	Putnam..	11, 13, '08	4 26	14	{ 24, 26 / 28, 30 }	6,140	Approved st.	3	Approved st.	3	Same..	Oil.....	100	56,092 93	13,196
886	East Pembroke–Batavia	Genesee ..	6, 30, '06	5 58	16	32	2,909	Limestone...	3	Limestone...	3	Same.....	Same.....	100	42,559 15	7,627
887	Mount Kisco–Millwood	Westchest	11, 26, '07	4.39	12	24	6,889	Approved st	3	Approved st.	3	{ Same..... / Limestone	Same..... / Limestone }	100	39,924 03	9,094
888	Monroe–Orleans Co. Line...	Mon'e and Orleans....	4, 27, '12	2 08	12	28	3,460	Sub-base ...	6	Approved st	3	Same.....	Bit mat A HO	100	20,199 14	9,711
889	Nevis–Blue Store.....	Columbia..	9, 1, '06	3.81	14	26	2,053	Local stone..	3	Local stone	3	Same.....	Same.....	100	25,482 70	6,688
890	Auburn–Seneca Falls, Sec. 1...	Cayuga...	11, 10, '06	7 96	12, 16	24, 26	Emb. 2,425	Limestone..	4	Limestone	2	Same.....	Same.....	100	75,609 88	9,499
891	Moravia–Niles.....	Cayuga...	11, 15, '06	10.85	12	22, 24	Emb. 2,488	Limestone...	4	Limestone .	2	Same.....	Same.....	100	89,800 00	8,276
892	Auburn–Elbridge.....	Cayuga .	9, 18, '06	5 61	12, 16	24, 26	Emb. 2,032	Limestone..	4	Limestone...	2	Same.....	Same	100	52,807 07	9,413
893	Highland Lake–Tomkins Cove.	Rockland.	9, 13, '06	5 88	12	22	10,119	Local stone	....	Local stone	..	Same.....	Same.....	100	144,167 28	24,518
895	Homer–Tully, Sec. 2..	Cortland..	12, 4, '07	5 43	12	.....	3,120	Local stone..	4	Local stone .	2	Same..	Same.....	100	44,586 24	8,211
896	Norwich–South New Berlin, Sec. 1.	Chenango.	9, 20, '07	3 42	12	24	3,822	Local stone	4	Limestone .	2	Same	Same.....	100	34,913 00	10,208
896A	Norwich–So New Berlin... ..	Chenango.	5, 7, '10	0 34	12	26	8,450	Approved st	.	Approved li	..	Same... ...	Same	100	4,682 18	13,771
897	Norwich–Kings Settlement. .	Chenango.	10, 22, '07	3 55	12	...	3 197	Local stone	4	Limestone ..	2	Same	Same	100	35,517 56	10,005
898	Norwich–Preston.....	Chenango.	12, 14, '07	5 00	10, 12	..	4,620	Local stone	4	Local stone..	4	Same... ...	Same... ..	100	57,714 00	11,338
898A	Norwich–Preston	Chenango.	4, 8, '10	0 222	12	26	14,4 8	Approved st	..	Approved li.	..	Same	Same.....	100	5 983 47	27,198
899	Smyrna–Otselic	Chenango	2, 4, '08	6 48	10, 12	...	4,370	Local stone.	4	Limestone .	2	Same.....	Same.....	100	72,598 96	11,203
901	Olean–Allerany, Sec. 1,. ..	Cattara'g's	9, 24, '07	3 09	16, 20	24, 30	1 590	Gravel ..	4	Limestone..	4	Same.....	Same.....	100	33,500 00	10,941
904	Troy–Schenectady, Sec. 3....	Albany. .	11, 13, '08	3 88	16	32	144	Approved st	3	Approved st	3	Same.....	Bit mat.....	100	46,891 16	12,085
906	Cayuga Heights–Hanshaw's Crs	Tompkins	9, 20, '07	2.12	12	24	3,645	Local stone	4	Local stone.	2	Same.....	Same.....	100	24,000 00	11,320
907	Manchester–Clifton Springs...	Ontario...	12, 18, '07	4 35	12	.....	2,840	Local stone	3	Limestone...	3	Same.....	Same.....	100	28,700 00	6,597
908	Phelps–Clifton Springs ..	Ontario .	12, 18, '07	2 21	12	. .	2,765	Local stone	3	Limestone..	3	Same.....	Same.....	100	16,313 52	7,336
909	Washington Hollow–Millbrook	Dutchess .	12, 3, '07	1 63	16	30	4,425	Approved st	3	Approved st.	3	{ Same.... / Limestone	Same.... / Limestone. }	100	14,213 67	8,720
910	Mechanicville–Malta	Saratoga.	2, 14, '10	7 42	16	26	4,260	Approved st.	4	Limestone..	3	Same.....	Bit mat. ...	100	107,767 92	14,523
911	Malta–Saratoga	Saratoga.	5, 27, '10	6 64	16	{ 26, 28 / 30, 32 }	6,083	Approved st	4	Trap	2	Same..... ..	Bit mat	100	88,535 58	12,882
912	Pawling–Dover Town Line...	Dutchess	11, 13, '08	3 04	16	24, 26	6,800	Approved st	3	Approved st.	3	Same.. .	Oil	100	40,524 11	13,330
913	Catskill–South Cairo	Greene. .	11, 27, '07	5 60	14, 16	26, 28, 30	4,401	Approved st	3	Approved st.	3	{ Same.... / Limestone	Same..... / Oil ..... }	100	58,721 30	10,486
914	Auburn–Owasco	Cayuga...	9, 20, '07	6.06	12	26	1,772	Local stone	4	Local stone .	2	Same ...	Same	100	57,680 42	9,456
915			9, 5, '07	6 03	14	.....	2,695	Approved st.	3	Approved st	3	Limestone..	Limestone	100	54,706 55	6,824
916			9, 20, '07	8.66	14	24	2,501	Local stone.	4	Limestone	2	Same	Same.....	100	103,853 59	13,147
917			9, 20, '07	4.80	12	32	2,198	Li or lo st..	3	Limestone.	3	Same	Same	100	33,500 00	6,980
922			9, 20, '07	5 20	14	22, 32	3,673	Limestone .	5	Limestone...	3	Same.....	Same.....	100	53,832 02	10,352
923			12, 20, '07‡	6 99	14	.....	2,319	Limestone	3	Limestone ..	3	Same	Same.	100	60,319 46	8,628

others taken from Final Estimate. ‡ Original plans, 11.41 miles; 6.59 miles cancelled. † No. 558 built as State Highway.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole.	Per mile.
					Feet.	Feet										
624	Carthage–Wilna	Jefferson	2, 14, '10	3.08	14	26	5,399	Approved st.	4	Sy or gran.	2	Same	Bit mat	100	$38,434 84	$12,479
625	Theresa–Antwerp, Part 2	Jefferson	3, 28, '11	5.37	14	28	2,315	Approved st.	3	Gneiss	3	Same	Bit. mat	100	65,200 70	12,142
626	Burrs Mills–South Champion	Jefferson	3, 21, '11	4.56	14	28	5,294	Approved st.	3	Limestone	3	Same	Bit. mat	100	54,308 73	11,010
627	Wicopee–Beekman	Dutchess	11, 13, '08	8.10	14	26, 30	4,107	Approved st.	3	Approved st.	3	Same	Oil & bit mat	100	75,971 29	9,379
628	Rock City–Lafayetteville	Dutchess	4, 6, '10	4.66	14	24	5,437	Approved st.	4	Approved st.	2½	Same	Same	100	49,386 49	10,598
629†																
630	Troy–Schenectady, Sec. 4	Albany	11, 13, '08	2.24	16	32	2,372	Approved st.	3	Approved st.	3	Same	Bit mat	100	31,248 65	13,950
631	Eagle Mills–Clum's Corners	Rensselaer	2, 14, '10	2.25	16	24	3,676	Quartzite	4	Quartzite	3	Same	Bit mat	100	30,564 45	13,584
632†																
633	Walker–Lake Ontario	Monroe	5, 13, '12	3.73	12, 14, 16	24, 28	*3,054	Approved st.	3	Approved st.	3	Same	Bit mat A	100	.....	.....
634	Buffalo, Part 5	Monroe	6, 13, '12	3.43	15	26	*3,877	Concrete	5	.....	1½	.....	Cal asp. Brick	100	.....	.....
635	Geneva–Halls Corners	Ontario	11, 13, '08	5.04	12, 16	16, 22 24, 27 28, 29 32,	2,566	Limestone	3 & 5	Limestone	3	Same	Oil	100	46,575 74	9,241
636	Stanley–Geneva	Ontario	11, 13, '08	3.16	12, 16, 20	22, 28 30, 32	2,100	Local	3	Limestone	3	Same	Oil	100	25,900 00	8,196
637	Manchester–Victor	Ontario	2, 14, '10	5.12	14	24, 26	3,348	Limestone	6	Limestone	2	Same	Bit mat	100	53,037 35	10,359
638	Geneva	Ontario	2, 14, '10	1.02	14, 16	40	2,485	Limestone	4	Limestone	2	Same	Bit mat	100	12,425 00	12,181
639	Cheshire–McJannett Hill	Ontario	3, 28, '11	7.04	14, 16	24, 26 28, 30	4,828	Sub-base	6	Li. st. & approved st.	3	Same	Bit. mat	100	90,756 48	12,891
640	Rotterdam Junction–Pattersonville	Schen't'y	9, 18, '07	3.97	14, 16	.....	3,170	Approved st.	3	Approved st.	3	Same	Same	100	30,582 35	7,703
641	Schenectady–Rotterdam Junction	Schen't'y	1, 29, '08	4.76	14	26	2,665	Approved st.	3	Limestone	3	Same	Same	100	35,511 04	7,460
642	Angola–Evans Center; Angola–Brant	Erie	11, 13, '08	6.90	12, 16	25 to 32	2,411	Limestone	5	Limestone	3	Same	Rock asphalt	100	93,496 92	13,550
643	North Tonawanda–Sanborn, Secs. 1 and 2	Niagara	12, 18, '07	4.44	12	.....	1,755	Limestone	5	Limestone	3	Same	Same	100	42,600 00	9,594
644	Alden–Town Line, Sec. 2	Erie	11, 13, '08	0.73	16	22, 28	3,500	Limestone	3	Limestone	3	Same	Oil	100	9,189 89	12,589

11, 15, '09	4.64		16	22 to 32	3,010	Limestone..	5	Limestone...	3	Same....	Rock asphalt.	100	86,799	22	18,706
11, 18, '08	4.12		16	26	5,858	Approved st.	3	Approved st.	3	Same.....	Bit mat.....	100	56,609	57	13,761
12, 18, '07	1 02		16	.. ....	4 200	Approved st	3	Trap-rock..	3	Same.....	Same.....	100	13,676	76	13,409
11, 13, '08	5 66	15, 18	26, 32		5,850	Limestone ..	3	Limestone...	3	Limestone..	Bit mat.....	100	89,542	27	15,620
12, 4, '07	5 58	14, 15	18, 28		4,530	Approved st	3	Approved st	3	Limestone	Limestone...	100	55,029	98	10,005
11, 13, '08	3.25		14	26	2,890	Approved st	3	Approved st.	3	Same.....	Bit mat.....	100	36,449	72	11,215
12, 18, '07	5 06		16	.....	2,620	Local stone..	4	Syenite.	2	Limestone	Limestone...	100	62,200	00	12,292
11, 13, '08	5 35		14	20, 24	3,020	Local stone .	4	Syenite.....	3	50% h & 50% top st.. .	Bit mat.....	100	75,159	53	14,048
3, 13, '11	1 78		10	24	2,368	Sub-base ..	6	Limestone...	3	Same.....	Bit. mat. ..	100	14,498	97	8,145
9, 5, '07	2 13		16	32	4,950	Approved st	3	Approved st	3	Limestone...	Limestone...	100	19,476	34	9,187
11, 20, '07	6 01		16	28	6,556	Trap-rock ..	3	Local tr-rock	3	Same.....	Oil.....	100	71,017	61	11,817
5, 21, '08	3.64		14	24, 26	6,520	Approved st	4	Approved st	4	Same..... ..	Same.....	100	41,150	54	11,305
3, 23, '11	5 07		14	24, 26	7,151	Gravel	4	Gravel. ...	2	Same.....	Bit. mat.. .	100	72,358	48	14,272
12, 18, '07	5.96		12	..... .	1,880	Limestone...	5	Limestone...	3	Same... ...	Same.....	100	70,301	63	10,063
4, 6, '10	3 59	12, 14		26	2,748	Selected fld.	4	Limestone..	2	Same... ...	Bit mat.....	100	35,947	07	10,013
11, 13, '08	4 42	12, 14	18 to 26		4,650	Local stone.	4	Limestone...	2	Same.....	Oil	100	57,755	70	13,067
4, 4, '10	4 33		14	24	5,815	Approved st.	4	Limestone...	2½	Same.....	Same.....	100	45,919	51	10,605
4, 6, '10	5 18	12, 18		26	4,955	Approved st	2	Approved st	2	Same.....	Bit mat. .	100	64,329	89	12,419
3, 22, '11	4 90	12, 16	24, 28		6,143	Sub-base....	6	Tr & app st.	2½	Same.....	Bit mat	100	62,023	94	12,653
6, 14, '12	2.33		14	28	4,262	Concrete. .	5	.. ..	½	Screenings ..	Bit mat T HO	100	31,091	23	13,358
4, 24, '12	1 11		14	26	5,901	Approved st	4	Approved st.	½	Same... ...	Glut. & H.O	100	13,354	61	12,031
3, 25, '11	5 97		14	26	4,305	Limestone.	3	Limestone.	3	Same.....	Bit. mat ...	100	82,358	06	13,800
6, 12, '12	4.31	14, 16, 34	26, 32, 34		2,181	App'd st.. / Concrete	4 / 5	App'd st. .	2	Brick ... / Screenings	Bit mat A AA	100	54,361	26	12,613
6, 17, '12	7.58		14	26	*2,359	Concrete ..	5	.....	.	Screenings...	Bit mat T HO	98	.....		.....
11, 27, '07	6 52		14	.....	4,881	Approved st	4	Trap-rock..	2	Same.....	Same.....	100	77,849	86	11,940
11, 27, '07	3 99		16	...	*11,110	Approved st	4	Trap-rock...	2	Same..... .	Same.....	100	.....		.....
11, 27, '07	2 08		14	20, 22, 24 / 26, 30	3,275	Approved st	4	Trap-rock...	2	Same.....	Same.....	100	17,665	93	8,618
2, 4, '08	4 00	14, 16	.....		2,725	Approved st	4	Trap-rock...	2	Same.....	Same	100	40,951	38	10,237
12, 4, '07	2 54		16	28	4,420	Approved st	3	Approved st	3	Same.....	Same..... .	100	24,811	99	9,396
3, 27, '11	4.14		14	26	7,970	Sandy grit ..	3	Sandy grit...	3	Same.....	Bit mat. ..	100	55,838	96	13,487
3, 21, '11	3 92	14, 16	26, 30		5,460	Limestone...	3	Limestone...	3	Same.....	Oil.....	100	39,211	46	10,003
11, 13, '08	5 23		16	20 to 28	3,307	Limestone..	4	Limestone...	2	50% h & 50% top st.....	Oil.....	100	58,376	83	11,162
4, 6, '10	3 96		16	28	3,190	Approved st.	4	Limestone..	2½	Same	Same.....	100	44,856	90	11,356
4, 4, '10	3.57		16	26	6,331	Approved st	4	Limestone..	2½	Same..... .	Same.....	100	46,347	91	12,982
12, 18, '07	4 40		12	.....	4,160	Limestone.	4	Syenite	2	Limestone...	Limestone...	100	59,164	85	13,446
11, 25, '08	4 38	14, 16		26	4,930	Local stone.	4	Syenite	2	50% li & 50% top st.....	Oil.....	100	63,063	31	12,922
4, 8, '10	8.72	14, 16	24, 26 / 28 32		3,466	Limestone...	4	Syenite or tr.	2	Same	Bit mat.....	100	118,696	81	13,612

*Yardage based on Preliminary Estimate, all others taken from Final Estimate

† No. 629, No. 632, No. 647, No. 673 built as State Highways.

AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

	28	2,275	Approved st.	3	Trap-rock...	3	Same.....	Same.....	100	46,337	30		8,911
	28	3,063	Approved st.	3	Approved st	3	Same.....	Oil.....	100	2,274	54		9,477
	28	4,700	Approved st.	3	Trap-rock...	3	Limestone ..	Limestone ..	100	25,607	04		8,078
	28	3,480	Approved st.	3	Approved st	3	Same.....	Same.....	100	19,442	92		9,426
	28	3,840	Approved st.	3	Approved st	3	Limestone...	Oil.....	100	36,245	97		7,598
	24	4,538	Quartzite....	4	Quartzite....	2	Same.....	Bit mat.....	100	44,651	26		11,219
26 to 58		2,970	Limestone...	3	Trap-rock .	3	Limestone...	Oil.....	100	13,296	51		14,773
.....		2,060	Limestone...	4	Syenite	2	Same & li. st.	Same & li. st.	100	83,250	00		11,065
	26	5,225	Approved st.	3½	Trap-rock...	2	Same.....	Bit mat.....	100	37,045	17		13,127
22, 23		3,235	Limestone...	3& 4	Limestone...	2½	Same.....	Bit mat.....	100	30,481	40		9,525
.....		960	Gravel.....	4	Limestone...	4	Sand	Oil.....	100	37,422	17		10,815
.....		1,283	Gravel.....	4	Limestone...	4	Same.....	Same.....	100	22,100	00		10,724
.....		1,969	Limestone...	4	Limestone...	2	Same.....	Oil.....	100	75,500	00		8,596
.....		3,354	Limestone...	4	Limestone...	2	Same.....	Oil.....	100	80,078	41		9,985
	24	3,646	Gr or gn....	4	Gr or gn....	2	50% li & 50% top st.....	Oil.....	100	47,467	59		9,269
.....		5,431	Approved st.	4	Gran or syen	2	Same.....	Bit mat.....	100	93,405	70		11,822
	26	3,302	Approved st.	..	Approved st.	...	Same.....	Bit mat.....	100	37,480	30		9,097
22 to 26		3,060	Limestone...	3	Syenite & li .	3	50% li & 50% top st.....	Bit mat.....	100	62,113	64		10,727
	26	3,495	Limestone...	4	Limestone...	2	Same.....	Bit mat.....	100	78,483	25		13,066
	32	2,941	Limestone...	4	Limestone...	2	Same.....	Bit mat.....	100	30,834	00		11,312
24, 28		7,020	Gneiss.....	3	Gneiss	3	Same.....	Bit mat.....	100	47,760	83		11,764
.....		3,870	Local stone..	4	Limestone...	3	Same.....	Same.....	100	52,700	00		12,170
	28	2,765	Approved st.	3	Trap-rock...	3	Same.....	Same.....	100	40,537	06		9,286
	28	2,633	Approved st.	3	Approved st.	3	Same.....	Same.....	100	26,739	75		7,128
.....		4,117	Approved st.	3	Approved st.	3	Same.....	Same.....	100	71,890	56		13,168
	28	4,340	Fieldstone .	2	Limestone...	2½	Same.....	Same	100	12,062	02		10,769
26 to 32		6,420	Approved st.	4	Trap-rock...	2	Same.....	Bit mat.....	100	89,924	47		15,216
26, 30		8,705	Approved st.	3	Limestone...	3	Same.....	Oil.....	100	83,899	63		16,356
	32	*3,08.	Limestone..	3	Limestone...	3	Same.....	Bit. mat....	94	.....	.....		.....
22 to 32		2,16.	Limestone...	5	Limestone...	2	Same	Rock asphalt.	100	63,632	94		11,534
	28	4,906	Li st concrete	4 &5	Limestone...	2	Same, brick..	Bit mat ..	100	177,144	11		25,054
	26	*3,018	Sub-base ..	6	Approved st.	2	Same.....	Glut. & H.O.	100	....	.....		.....
	26	2,371	Gravel.....	7	Gravel.. ...	3	Same.....	Glut. & H.O	100	.....	.....		.....
.....		2,420	Local stone.	5	Limestone...	3	Same.....	Oil.....	100	12,856	18		8,805
24, 32		4,581	Approved st	4	Approved st	3	Same.....	Bit mat.....	100	53,212	08		12,520
.....		5,585	Approved st	4	Approved st.	4	Same.....	Oil.....	100	92,342	46		13,135
	32	4,254	Concrete....	6	.....	1	Brick se'n'gt.	Bit matT HO	100	40,641	48		14,619
.....	.....	.....	.....	...	.....	....	.....	.....	100	5,786	80		895
	32	*3,047	Concrete....	5	.....	....	Brick.....	.....	100	.....	.....		.....
28, 32		4,792	Limestone...	4	Approved st.	3	Same.....	Bit mat.....	100	80,485	20		12,732
	26	6,901	Dol'mitic li st	3½	Dol'mitic li st	3	Same.....	Bit mat. ...	100	27,645	38		14 542
	26	*16,604	Quartzite, gr.	3	Quartzite, gr.	3	Same.....	Bit. mat. & sand.....	88	.....	.....		.....
	24	4,311	Gravel.....	6	Gravel.....	4	Same.....	Glut. & H.O.	100	36,221	57		8,894

* Yardage based on Preliminary Estimate, all others taken from Final Estimate.

† Contract cancelled, $5,755.80 paid.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole.	Per mile.
					Feet.	Feet										
480	Buffalo, Sec. 4.....	Monroe .	11, 12, '08	3.02	16	24, 28, 30, 32	2,053	Local stone.	3& 5	Limestone	3	Same. ..	Rock asphalt	100	$35,248 40	$11,671
481		Monroe	11, 12, '08	0 99	16	22, 24	4,910	Limestone	3	Limestone	3	Same.....	Rock asphalt	100	12,138 08	12,260
482		Livingston.	7, 11, '06	2 23	16	32	3,260	Limestone..	3	Limestone .	3	Same	Same .	100	25,000 00	11,211
483		Tompkins	8, 30, '06	4 44	12, 16	22, 26	Emb 2,860	Fieldstone .	4	Limestone .	2	Same ..	Same.. .	100	45,171 43	10,174
484		Ontario	7, 9, '06	6 79	12	22, 32	2,573	Li or lo stone	3	Limestone..	3	Same.....	Same... .	100	48,875 48	7,198
485		Ontario.	1, 20, '08	3 76	12	.....	3,605	Local stone .	3	Limestone .	3	Same .. .	Same	100	32,300 00	8,563
486																
		Onondaga	11, 10, '06	3 37	12, 16	26, 30	2,359	Fieldstone	4	Limestone .	2	Same	Same ..	100	18,242 50	5,410
487		Onondaga .	11, 10, '08	3 66	12, 16	24, 26 32	3,415	Limestone	3	Limestone	3	Same.....	Same ...	100	41,672 66	11,383
488		Onondaga .	10, 18, '07	2 07	12	..	2,625	Limestone .	4	Limestone ..	2	Same ...	Same. ..	100	17,760 60	8,580
489		Onondaga	11, 12, '08	4 44	12, 16	24, 26, 30	3,275	Local stone	4	Limestone .	2	Same....	Bit. mat ..	100	47,093 62	10,606
490		Rensselaer	11, 20, '0	6 35	16	22, 24	2,195	Gravel .	4	Gravel . ..	4	Same ...	Same	100	24,424 66	3,846
491		Monroe	11, 12, '08	1 01	14	32	2,450	Local stone	5	Granite .	3	Same... .	Oil .	100	9,705 78	9,609
492		Monroe	4, 8, '10	5 75	16	32	2,790	Approved st	3	Limestone	3	Same . . .	Same . .	100	46,054 02	8,079
493		Monroe	11, 12, '08	6 26	14	32	2,795	Local stone	3	Limestone	3	Same. . ..	Oil .	100	53,826 02	8,598
493A		Monroe	4, 25, '12	0 48	14, 16	22, 32	16,264	Approved st	5	.		Li. dust .	Rocmac . .	100	9,862 95	20,548
494		Monroe	4, 6, '10	4 43	16	32	2,405	Limestone	4	Limestone .	2	Same.....	Bit. mat ..	100	49,3 0 43	11,135
495		Monroe	5, 1, '11	6 15	16	32	2,843	Fieldstone	3& 6	Dol. or gran	3	Same .	Bit mat. .	100	56,445 57	9,178
497		Monroe .	5, 1, '11	2 57	16, 12	24	3,067	Approved st.	3	Granite.....	3	50% li, 50% gr	Same..	100	19,331 73	7,240
498†																
502		Monroe	5, 1, '11	5.19	14, 16	22, 30, 36, 42, 44	6,540	Sub-base....	6	Gran. & li st.	3	Same.....	Li, st. sc. & bit. mat .	100	57,770 44	11,131
503		Westchest	10, 16, '07	7.32	16, 20, 22	26, 32	1,765	Approved st	3	Trap-rock...	3	Same.....	Oil.....	100	85,852 35	11,728
504		Rensselaer.	11, 12, '08	1.69	14, 16	26	2,980	Approved st.	3	Trap-rock...	3	Same... ...	Oil	100	18,583 23	10,995
505		Chenango..	11, 10, '06	4.80	12, 16	20, 22, 24	5,826	Limestone...	4	Limestone...	2	Same.....	Same.....	100	40,909 88	8,906
506		Madison...	7, 6, '06	2 18	12	20, 26, 30	3,000	Limestone ..	4	Limestone	2	Same	Same	100	18,727 49	8,591
507		Niagara	7, 9, '06	4.66	16	32	2,628	Limestone ..	5	Limestone...	3	Same.....	Same.....	100	39,981 73	8,543
508		Albany ...	9, 4, '07	4.77	14	.....	3,720	Approved st.	4	Trap-rock...	2	Same.....	Same.....	100	35,334 35	7,409

437	Jerusalem Ave.-Front St.....	Nassau....	9, 4, '07	7.09	14	.....	2,319	Trap-rock...	3	Trap-rock...	3	Same.....	Oil.....	100	74,592 64	10,521
438	Augusta Rd.-Lowell and Spen'r	Oneida....	8, 29, '06	7.10	14, 16	24, 26	Emb. 1,746	Limestone...	4	Limestone...	2	Same.....	Same.....	100	83,000 00	11,700
439	East Nassau-Brainard.....	Rensselaer.	9, 4, '07	3.78	12	.....	6,901	Approved st.	3	Approved st.	3	Same.....	Same.....	100	39,146 07	10,350
440	Philadelphia, Secs. 1, 2, 3.....	Jefferson...	11, 19, '08	5.40	12	24	3,130	Fld or qu sub base	8	Gneiss.....	3	50% li,50%tr	Bit mat.....	100	55,500 00	10,277
441	Saratoga-Glens F's, Secs. 4 & 5	Saratoga...	8, 31, '06	8.32	14	24, 26	2.550	Local stone..	3	Local stone..	3	Same.....	Same.....	100	62,390 33	7,499
442	Saratoga-Gansevoort.....	Saratoga...	9, 4, '07	6.14	12	.....	4,315	Approved st.	4	Trap-rock...	2	Same.....	Oil.....	100	44,445 50	7,239
443	Saratoga-Greenfield-Schuylerville-Glens Falls.....	Saratoga...	9, 4, '07	6.28	14, 16	.....	2.715	Approved st.	3	Trap-rock...	3	Same.....	Same.....	100	51,988 77	8,278
444	Riverside Drive.....	Broome...	11, 18, '08	1.135	16	28	4,050	Local stone..	4	Trap or sven't	2	50% li,50%tr	Oil.....	100	10,760 66	9.439
445	Lisle-Center Lisle	Broome...	12, 20, '07	2.70	12	.....	4,450	Local stone..	4	Trap-rock...	2	Same.....	Same.....	100	34,220 00	12,674
446	Cortland-Groton, Sec. 1.....	Cortland..	7, 10, '06	1.35	16	28	1,926	Fieldstone..	4	Limestone...	2	Same.....	Same.....	100	10,892 31	8,068
447	Warwick-Greenwood Lake.....	Orange....	6, 11, '12	5.86	14	24	*13,595	Approved st.	3	Approved st.	3	Same.....	Bit. mat. A. A. A.....	94	.....	.....
450	Phœnix-Pennellville	Oswego....	9, 20, '07	1.92	12, 16	26	2.470	Limestone...	4	Limestone...	2	Same.....	Same.....	100	24,144 37	12,575
451	Minetto-Fulton.....	Oswego....	1, 14, '08	1.99	12	.....	5,810	Limestone...	4	Trap-rock...	2	.....	.....	100	15,293 60	7,685
452	Cicero-South Bay.....	On'daga...	7, 9, '06	3.53	16	26	Emb. 1,848	Lo qua st....	4	Lo qua st....	2	Same.....	Same.....	100	38,810 97	11,022
453	Poughkeepsie-Hyde Park.....	Dutchess..	7, 10, '06	4.00	16	26, 28, 32	2,603	Local stone..	3	Local stone..	3	Same.....	Same.....	100	42,923 60	10,731
454	Ithaca.....	Tompkins.	8, 30, '06	3.66	16	24, 26, 28	3,033	Fieldstone...	4	Limestone...	2	Same.....	Same.....	100	33,216 18	9,075
455	Wyckoff.....	Tompkins.	8, 30, '06	0.34	12	28	Emb. 5,809	Local stone..	4	Limestone...	2	Same.....	Same.....	100	41,302 00	12,148
456	Little Falls-East Creek.....	Herkimer..	7, 19, '06	5.39	16	26	4.991	Trap-rock...	3	Gneiss.....	3	Same.....	Same.....	100	30,307 08	5,623
457	Little Falls-Herkimer.....	Herkimer..	7, 9, '06	5.32	16	26	5,781	Local stone..	3	Trap-rock...	3	Same.....	Same.....	100	59,400 25	11,165
458	Herkimer-Frankfort.....	Herkimer..	7, 10, '06	3.69	16	26	3,992	Local stone..	3	Trap-rock...	3	Same.....	Same.....	100	33,293 63	9,023
459	East Schuyler-Deerfield.....	Herkimer..	7, 9, '06	5.53	16	26	3,336	Local stone..	3	Trap-rock...	3	Same.....	Same.....	100	56,201 90	10,163
460	Herkimer-Middleville.....	Herkimer..	7, 10, '06	6.30	12, 14, 15 16....	24	3,407	Local stone..	3	Local stone..	3	Same.....	Same.....	100	82,504 61	13,096
461	Middleville-Poland.....	Herkimer..	10, 22, '07	6 07	14, 16	24, 30	4,190	Approved st.	3	Trap-rock...	3	Same..... Limestone.	Same..... Limestone.	100	67,395 81	11,103
462	Old Forge-McKeever.....	Herkimer..	12, 2, '07	10.34	12	.....	9,720	Local stone..	3	Local stone..	3	Same.....	Same.....	100	182,665 80	17,668
463	Manheim Center-Salisbury Cen	Herkimer..	12, 3, '08	5.52	14	24	6,465	Approved st.	3	Approved st.	3	Same.....	Oil.....	100	69,283 36	12,551
464	Salisbury Center-Stratford...	Herkimer.	11, 12, '08	5.46	14	24, 30	5,682	Approved st.	3	Approved st.	3	Same.....	Oil.....	100	52,579 87	9,630
465	Salisbury-Burrells.....	Herkimer..	4, 25, '11	5.43	14	28	9,719	Approved st.	3	Limestone...	3	Same.....	Same.....	100	54,409 57	10,020
466	Burrells-Middleville.....	Herkimer..	5, 3, '11	5.58	14, 16	20, 24 26, 28	*9,068	Approved st.	3	Gneiss.....	3	25% li, 57% gneiss	Same, bit mat	87	.....	.....
467	Newport-Norway-Cold Brook.	Herkimer..	4, 24, '12	6.92	14, 16	28, 32	*4,530	Approved st.	3	Approved st.	3	Same.....	Bit. mat. A. & A. A....	88	.....	.....
474	Clover Street, Sec. 2.....	Monroe...	11, 26, '07	1.95	16	.....	3,490	Local stone..	3	Limestone...	3	Same.....	Oil.....	100	18,600 00	9,540
475	Suspension Bridge-Lewiston...	Niagara...	9, 8, '06	2.42	16	26	5,744	Limestone...	3	Limestone...	3	Same.....	Same.....	100	28,848 45	11,921
476	Ausable Forks-Clintonville....	Clinton. ..	8, 31, '06	5.38	14, 22	24	2,721	Local stone..	3	Local stone..	3	Same.....	Same.....	100	52,279 75	9,717
477	Valley Falls.....	Rensselaer.	11, 18, '07	6.43	14, 16	24, 26	5,055	Approved st.	3	Approved st.	3	Same.....	Same.....	100	48,929 46	7,563
478	Raynersville-Raymertown.....	Rensselaer.	11, 26, '07	3.21	14	28, 30	2,042	Local stone..	3	Limestone...	3	Same..... Limestone.	Same..... Limestone.	100	26,958 23	8,398
479	Fairport, Sec. 2.....	Monroe...	11, 26, '07	0.27	16	.....	5,290	Limestone...	3	Limestone...	3	Same.....	Same.....	100	3,427 23	12,693

* Yardage based on Preliminary Estimate, all others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	Materials. Bottom. Kind of crushed rock.	Bottom. Thickness.	Top. Kind of crushed rock.	Top. Thickness.	Top. Kind of wearing course.	Top. Kind of binder.	Per cent. completed.	Total Cost Completed. Whole.	Total Cost Completed. Per mile.
					Feet.	Feet.										
553	Fly	Onondaga	11, 12, '08	2.33	12	22, 24, 26, 28	3,020	Gravel	6	Limestone	3	Same	Oil	100	$18,020 85	$7,734
554	Fabius	Onondaga	11, 12, '08	4.91	12	28, 30	3,315	Local stone	4	Limestone	2	Same	Oil	100	46,006 47	9,369
555	East Syracuse–Chittenango	Onondaga	4, 6, '10	7.77	14	26, 28	3,906	Limestone	4	Syn or Tr ro.	2	Same	Bit. mat.	100	95,687 77	12,315
556	Manlius–Chittenango	Onondaga	3, 13, '11	3.22	14	24	3,666	Sub-base	6	Limestone	3	Same	Bit. mat.	100	35,109 95	10,904
557	Vesper–South Onondaga	Onondaga	3, 25, '11	6.19	14	24	5,880	Sub-base	6	Limestone	3	Same	Bit. mat.	100	73,663 55	11,900
558†																
559	Utica–Bridgewater	Oneida	9, 19, '07	9.09	16	26,30, 32	3,040	Limestone	4	Syenite	2	Limestone	Limestone	100	99,122 88	10,904
560	Mohawk River R'd, Rome Sec.	Oneida	9, 19, '07	2.42	16	30, 32	2,645	Fieldstone	4	Syenite	2	Limestone	Limestone	100	23,804 38	9,836
561	Rome–Northwestern, Sec. 1	Oneida	1, 29, '08	4.48	16	12, 16	3,460	Local stone	3	Syenite	3	Limestone	Limestone	100	43,578 40	9,727
562	Rome–Northwestern, Sec. 2	Oneida	1, 29, '08	3.87	12, 16	12, 16	2,812	Local stone	3	Local stone	3	Same	Bit mat	100	60,339 17	15,591
563	Rome–Taberg	Oneida	3, 4, '08	5.11	12, 16	12, 16	2,614	Local stone	3	Syenite	3	Same	Same	100	57,166 91	11,187
564	Rome Roads, Augusta and Westmoreland Secs	Oneida	11, 13, '08	5.02	16	30, 32	2,390	Limestone	4	Sye or Tr ro.	2	50% li, 50% tr.	Oil	100	60,569 62	12,065
565	Watertown–Theresa, Sec. 1	Jefferson	2, 14, '10	7.35	16	32	4,570	Limestone	4	Limestone	2	Same	Bit mat	100	96,061 33	13,070
566	Wolf Hill–Berne	Albany	11, 21, '07	7.25	12, 16	24, 26	4,272	Approved st.	3	Approved st.	3	Same	Same	100	62,250 75	8,482
567	Matteawan–Wicopee	Dutchess	9, 5, '07	4.71	14, 16	.....	2,349	Approved st.	4	Trap-rock	2	Same	Same	100	39,700 95	8,429
568	Millbrook–Lithgow	Dutchess	12, 3, '07	4.40	16	30	3,900	Approved st.	3	Approved st.	3	Limestone	Li. sc	100	41,524 32	9,437
569	Baldwin Place–Mahopac	Putnam	7, 11, '06	5.90	14, 16	26, 28	3,106	Local stone	3	Local stone	3	Same	Same	100	46,899 35	7,949
570	Carmel–Kent	Putnam	9, 5, '07	5.02	14, 16	.....	4,708	Approved st.	3	Approved st.	3	Same	Oil	100	70,834 09	14,110
571	Spring Ave., Troy–Poestenkill	Rensselaer	11, 13, '08	2.61	14	26	3,670	Approved st.	3	Approved st.	3	Limestone	Oil	100	31,641 69	12,123
573	Sea Breeze–Nine Mile Point	Monroe	5, 1, '11	6.38	14	24	7,228	Gravel	3	Gravel	3	Same	Bit. mat.	100	77,185 35	12,098
574‡	Fairport–Nine Mile Point	Monroe	4, 24, '12	4.72	15	26, 28	†1,065	Concrete / Concrete	5 / 5			dust Cal asp med blk	Roc mac	100	103,507 03	21,854
575	Rush–Honeoye Falls	Monroe	4, 25, '12	4.08	12, 16	26	4,608	Sub-base / App'd st.	6 / 5	Approved st.	3	Li. dust / Same	Rocmac / Bit. mat A	100	39,776 91	9,749
577	Schenectady–Guilderland	Schen't'y	7, 9, '06	7.10	14	26, 30	3,670	Local stone	3	Local stone	3	Same	Same	100	56,704 50	7,987

579	Barre Center–West Barre	Orleans	6, 12, '12	4.63	14, 16	26, 30	3,140	Concrete	5			Screenings	Bit mat T HO	100	47,245 70	10,204
583	Couse–Luther	Rensselaer	2, 14, '10	3.34	14	24, 26	6,888	Qu or san gt	4	Qu or san gt	2	Same	Bit. mat	100	35,777 67	10,712
584	Skinnerville–New Home Bridge	Erie	5, 8, '08	7.96	12		264	Limestone	5	Limestone	4	Same	Same	100	87,700 00	11,017
585	Towners Corners–County Line	Putnam	11, 13, '08	4.25	14	24, 26 28, 30	6,140	Approved st	3	Approved st	3	Same	Oil	100	56,092 93	13,198
586	East Pembroke–Batavia	Genesee	6, 30, '06	5.58	16	32	2,909	Limestone	3	Limestone	3	Same	Same	100	42,559 15	7,627
587	Mount Kisco–Milwood	Westchest.	11, 26, '07	4.39	12	24	6,669	Approved st	3	Approved st	3	Same Limestone	Same Limestone	100	39,924 03	9,094
588	Monroe–Orleans Co. Line	Mon'e and Orleans	4, 27, '12	2.08	12	28	3,460	Sub-base	6	Approved st	3	Same	Bit mat A HO	100	20,199 14	9,711
589	Nevis–Blue Store	Columbia	9, 1, '06	3.81	14	26	2,053	Local stone	3	Local stone	3	Same	Same	100	25,482 70	6,688
590	Auburn–Seneca Falls, Sec. 1	Cayuga	11, 10, '06	7.96	12, 16	24, 26	Emb. 2,425	Limestone	4	Limestone	2	Same	Same	100	75,609 88	9,499
591	Moravia–Niles	Cayuga	11, 15, '06	10.85	12	22, 24	Emb. 2,488	Limestone	4	Limestone	2	Same	Same	100	89,800 00	8,276
592	Auburn–Elbridge	Cayuga	9, 18, '06	5.61	12, 16	24, 26	Emb. 2,032	Limestone	4	Limestone	2	Same	Same	100	52,807 07	9,413
593	Highland Lake–Tomkins Cove	Rockland	9, 13, '06	5.88	12	22	10,119	Local stone		Local stone		Same	Same	100	144,167 28	24,518
595	Homer–Tully, Sec. 2	Cortland	12, 4, '07	5.43	12		3,120	Local stone	4	Local stone	2	Same	Same	100	44,586 24	8,211
596	Norwich–South New Berlin, Sec. 1	Chenango	9, 20, '07	3.42	12	24	3,822	Local stone	4	Limestone	2	Same	Same	100	34,913 00	10,208
596A	Norwich–So. New Berlin	Chenango	5, 7, '10	0.34	12	26	8,450	Approved st		Approved li		Same	Same	100	4,682 18	13,771
597	Norwich–Kings Settlement	Chenango	10, 22, '07	3.55	12		3,197	Local stone	4	Limestone	2	Same	Same	100	35,517 56	10,005
598	Norwich–Preston	Chenango	12, 14, '07	5.00	10, 12		4,620	Local stone	4	Local stone	4	Same	Same	100	57,714 00	11,338
598A	Norwich–Preston	Chenango	4, 8, '10	0.222	12	26	14,4·8	Approved st		Approved li		Same	Same	100	5,983 47	27,198
599	Smyrna–Otselic	Chenango	2, 4, '08	6.48	10, 12		4,370	Local stone	4	Limestone	2	Same	Same	100	72,598 98	11,203
601	Olean–Allegany, Sec. 1	Cattara'g's	9, 24, '07	3.09	16, 20	24, 30	1 590	Gravel	4	Limestone	4	Same	Same	100	33,500 00	10,841
604	Troy–Schenectady, Sec. 3	Albany	11, 13, '08	3.88	16	32	144	Approved st	3	Approved st	3	Same	Bit mat	100	46,891 16	12,085
606	Cayuga Heights–Hanshaw's Crs	Tompkins	9, 20, '07	2.12	12	24	3,645	Local stone	4	Local stone	2	Same	Same	100	24,000 00	11,320
607	Manchester–Clifton Springs	Ontario	12, 18, '07	4.35	12		2,840	Local stone	3	Limestone	3	Same	Same	100	28,700 00	6,597
608	Phelps–Clifton Springs	Ontario	12, 18, '07	2.21	12		2,765	Local stone	3	Limestone	3	Same	Same	100	16,313 52	7,336
609	Washington Hollow–Millbrook	Dutchess	12, 3, '07	1.63	16	30	4,425	Approved st	3	Approved st	3	Same Limestone	Same Limestone	100	14,213 67	8,720
610	Mechanicville–Malta	Saratoga	2, 14, '10	7.42	16	26	4,260	Approved st	4	Limestone	3	Same	Bit mat	100	107,760 92	14,523
611	Malta–Saratoga	Saratoga	5, 27, '10	6.64	16	26, 28 30, 32	6,083	Approved st	4	Trap	2	Same	Bit mat	100	85,535 58	12,882
612	Pawling–Dover Town Line	Dutchess	11, 13, '08	3.04	16	24, 26	6,800	Approved st	3	Approved st	3	Same	Oil	100	40,524 11	13,330
613	Catskill–South Cairo	Greene	11, 27, '07	5.60	14, 16	26, 28, 30	4,401	Approved st	3	Approved st	3	Same Limestone	Same Oil	100	58,721 30	10,486
614	Auburn–Owasco	Cayuga	9, 20, '07	6.08	12	26	1,772	Local stone	4	Local stone	2	Same	Same	100	57,680 42	9,486
615	New Lebanon–Brainard	Columbia	9, 5, '07	8.03	14		2,695	Approved st	3	Approved st	3	Limestone	Limestone	100	54,796 55	6,824
616	Trumansburg–Ithaca	Tompkins	9, 20, '07	8.66	14	24	2,501	Local stone	4	Limestone	2	Same	Same	100	103,853 59	13,147
617	Lewiston–Dickersonville	Niagara	9, 20, '07	4.80	12	32	2,198	Li or lo st	3	Limestone	3	Same	Same	100	33,500 00	6,980
622	Mt. Morris–Geneseo	Livingston	9, 20, '07	5.20	14	22, 32	3,673	Limestone	5	Limestone	3	Same	Same	100	53,832 02	10,352
623	Geneseo–Avon	Livingston	12, 20, '07	6.99	14		2,319	Limestone	3	Limestone	3	Same	Same	100	60,319 46	8,628

* Yardage based on Preliminary Estimate, all others taken from Final Estimate. ‡ Original plans, 11.41 miles; 6.69 miles cancelled. † No. 553 built as State Highway.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	Material						Per cent. completed.	Total Cost Complete.	
									T.		T.				Whole.	Per mile.
					Feet.	Feet.										
624	Carthage-Wilna	Jefferson	2, 14, '10	3.08	14	26	5,399	Approved st.	4	By or gran.	2	Same	Bit mat	100	$38,434 34	$12,479
625	Theresa-Antwerp, Part 2	Jefferson	3, 28, '11	5.37	14	28	2,315	Approved st	3	Gneiss	3	Same	Bit. mat	100	65,200 70	12,142
626	Burrs Mills-South Champion	Jefferson	3, 21, '11	4.56	14	28	5,294	Approved st	3	Limestone	3	Same	Bit. mat.	100	54,308 73	11,910
627	Wiscopee-Beekman	Dutchess	11, 13, '08	8.10	14	26, 30	4,107	Approved st	3	Approved st	3	Same	Oil & bit mat	100	76,971 29	9,379
628	Rock City-Lafayetteville	Dutchess	4, 6, '10	4.66	14	24	5,437	Approved st	4	Approved st	2½	Same	Same	100	49,386 49	10,598
629†																
630	Troy-Schenectady, Sec. 4	Albany	11, 13, '08	2.24	16	32	2,272	Approved st	3	Approved st	3	Same	Bit mat	100	31,248 65	13,950
631	Eagle Mills-Chum's Corners	Rensselaer	2, 14, '10	3.25	16	24	3,676	Quartzite	4	Quartzite	3	Same	Bit mat	100	30,584 45	13,564
632†																
633	Walker-Lake Ontario	Monroe	5, 13, '12	3.73	12, 14, 16	24, 28	*3,064	Approved st.	3	Approved st.	3	Same	Bit mat A	100		
634	Buffalo, Part 5	Monroe	6, 13, '12	3.43	16	26	*3,877	Concrete	5		1½		Cal asp. / Brick	100		
635	Geneva-Halls Corners	Ontario	11, 13, '08	5.04	12, 16	16, 22, 24, 27, 28, 30, 32	2,566	Limestone	3&5	Limestone	3	Same	Oil	100	46,576 74	9,241
636	Stanley-Geneva	Ontario	11, 13, '08	3.16	12, 15, 20	22, 28, 30, 32	2,100	Local	3	Limestone	3	Same	Oil	100	25,900 00	8,196
637	Manchester-Victor	Ontario	2, 14, '10	5.12	14	24, 26	2,343	Limestone	5	Limestone	2	Same	Bit mat	100	53,037 35	10,359
638	Geneva	Ontario	2, 14, '10	1.03	14, 16	40	2,485	Limestone	4	Limestone	2	Same	Bit mat	100	12,425 00	12,131
639	Cheshire-McJannett Hill	Ontario	3, 28, '11	7.04	14, 16	24, 26, 28, 30	4,823	Sub-base	5	Li. st. & approved st.	3	Same	Bit. mat	100	90,756 48	12,891
640	Rotterdam Junction-Pattersonville	Schen't'y	9, 13, '07	3.97	14, 16		3,170	Approved st.	3	Approved st.	3	Same	Same	100	30,582 35	7,703
641	Schenectady-Rotterdam Junction	Schen't'y	1, 29, '08	4.76	14	26	2,665	Approved st.	3	Limestone	3	Same	Same	100	35,511 04	7,469
642	Angola-Evans Center: Angola-Brant	Erie	11, 13, '08	6.90	12, 16	26 to 32	2,411	Limestone	5	Limestone	3	Same	Rock asphalt	100	93,496 92	13,550
643	North Tonawanda-Sanborn, Secs. 1 and 2	Niagara	12, 13, '07	4.44	12		1,755	Limestone	5	Limestone	3	Same	Same	100	42,800 00	9,594
644	Alden-Town Line, Sec. 2	Erie	11, 13, '08	0.72	16	22, 26	3,500	Limestone	3	Limestone	3	Same	Oil	100	9,199 89	12,599

645															
646		11, 18, '08	4.64		16	22 to 32	3,010	Limestone .	5	Limestone...	3	22	18,706		
647†		11, 18, '08	4.13		16	26	5,858	Approved st.	3	Approved st.	3	57	13,761		
649		12, 18, '07	1 02		16	.. ....	4 200	Approved st	3	Trap-rock. .	3	78	13,409		
650		11, 18, '08	5.66	16, 18	26, 32		5,850	Limestone	3	Limestone. .	3	27	15,320		
651		12, 4, '07	5 58	14, 15	18, 28		4,530	Approved st.	3	Approved st.	3	98	10,006		
652		11, 13, '08	3.25		14	26	2,800	Approved st	3	Approved st.	3	72	11,215		
653		12, 18, '07	5 06		18	.....	2,620	Local stone	4	Syenite.....	2	00	13,292		
654		11, 13, '08	5.35		14	20, 24	3,020	Local stone .	4	Syenite.....	3				
655		3, 13, '11	1 78		10	24	2,368	Sub-base . .	5	Limestone. .	3	53	14,048		
656		9, 5, '07	2.12		16	32	4,950	Approved st	3	Approved st.	3	97	8,145		
657		11, 26, '07	6.01		16	28	6,556	Trap-rock ..	3	Local tr-rock.	3	34	9,127		
658		5, 21, '08	3.64		14	24, 26	6,520	Approved st.	4	Approved st.	4	61	11,817		
659		3, 23, '11	5 07		14	24, 26	7,151	Gravel	4	Gravel.	2	54	11,306		
660		12, 18, '07	5.98		12	.. ....	1,880	Limestone...	5	Limestone...	3	48	14,272		
661												63	10,053		
663		4, 5, '10	3.59	12, 14		26	2,748	Selected fld .	4	Limestone ..	2	07	10,013		
664		11, 13, '08	4 42	12, 14	18 to 26		4,650	Local stone .	4	Limestone..	2	70	13,067		
665		4, 4, '10	4.33		14	24	5,815	Approved st.	4	Limestone ..	2½	51	10,606		
666		4, 5, '10	5.18	12, 16		26	4,955	Approved st	2	Approved st.	2	89	12,419		
667		3, 22, '11	4 90	12, 16	24, 28		6,143	Sub-base ..	5	Tr & app st.	2½	93	12,656		
668		6, 14, '12	2.33		14	26	4,252	Concrete....	5	. .....	...	23	13,358		
669		4, 24, '12	1.11		14	26	5,901	Approved st	4	Approved st.	2	61	12,031		
		3, 25, '11	5.97		14	26	4,305	Limestone..	3	Limestone...	3	06	13,500		
671		6, 12, '12	4.31	14, 16, 34	26, 32, 34		2,181	{ App'd st... Concrete.	4 5	} App'd st. .	2	26	12,613		
672		6, 17, '12	7 58		14	26	*2,359	Concrete ..	5	.....	...	...	.....		
673†															
674		11, 27, '07	6 52		14	.....	4,861	Approved st	4	Trap-rock...	2	86	11,940		
675		11, 27, '07	3.99		16	.....	*11,110	Approved st	4	Trap-rock...	2	...	.....		
676		11, 27, '07	2 06		14	20, 22, 24 26, 30	3,275	Approved st	4	Trap-rock...	2	93	8,618		
677															
678		2, 4, '08	4.00	14, 16		....	2,725	Approved st	4	Trap-rock. .	2	38	10,237		
679		12, 4, '07	2.64		16	28	4,420	Approved st	3	Approved st	3	99	9,396		
680		3, 27, '11	4 14		14	26	7,870	Sandy grit...	3	Sandy grit. .	3	96	13,457		
681		3, 21, '11	3 92	14, 16	26, 30		5,460	Limestone...	3	Limestone...	3	46	10,003		
		11, 13, '08	5.23		16	20 to 28	3,307	Limestone..	4	Limestone...	2				
682		4, 6, '10	3.96		16	26	3,190	Approved st	4	Limestone...	2½	53	11,162		
683		4, 4, '10	3 57		16	26	6,331	Approved st.	4	Limestone...	2½	90	11,356		
684		12, 18, '07	4.40		12	.....	4,160	Limestone .	4	Syenite.....	2	91	12,962		
685		11, 25, '08	4.88	14, 16		26	4,930	Local stone..	4	Syenite.....	2	85	13,448		
												31	12,922		
686	Weedsport-Cato.....	Cayuga .	4, 8, '10	3.72	14, 16	24, 26 28 32	3,466	Limestone .	4	Syenite or tr.	2	81	13,612		

* Yardage based on Preliminary Estimate, all others taken from Final Estimate

† No. 620, No. 632, No. 647, No. 673 built as State Highways.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	Materials. Bottom. Kind of crushed rock.	Bottom. Thickness.	Top. Kind of crushed rock.	Top. Thickness.	Top. Kind of wearing course.	Top. Kind of binder.	Per cent. completed.	Total Cost Completed. Whole.	Total Cost Completed. Per mile.
			Feet.	Feet.										
Cayuga..	3, 22, '11	5 30	14	24, 25	4,217	Fieldstone	3	Syenite or tr	3	Same.. . .	Bit. mat. .	100	$71,381 14	$13,468
Cayuga.	2, 21, '12	0 17	14	28	17,647	Approved st	3	Approved st	3	Same.....	Bit. mat....	100	3,498 40	2,579
Rockland.	1, 30, '08	3 57	16	28	4,789	Trap-rock	3	Trap-rock...	3	Same	Same ...	100	34,842 65	9,760
Rockland.	11, 13, '08	4.16	14	24	3,040	Approved st	3	Trap-rock .	3	Same	Brt mat ...	100	46,408 61	11,151
Warren .	1, 29, '08	5 75	12	28	6,090	Approved st	3	Approved st	3	Same.....	Same.....	100	52,337 11	9,103
Warren..	1, 30, '08	8.94	12	28	6,153	Approved st	3	Approved st	3	Same	Same	96	. . . .	. ...
Suffolk ..	1, 30, '08	3 82	16	28	2,781	Approved st	3	Trap-rock..	3	Same.....	Oil.....	100	33,970 60	8,893
Suffolk ...	1, 28, '08	7.60	16	30	3,530	Approved st	3	Trap-rock .	3	Same.....	Same... ..	100	73,866 52	9,606
Cattar'g's	2, 2, '08	1 21	12	.....	7,941	Local stone.	5	Granite...	3	Same....	Same.....	100	20,232 92	16,721
Cattar'g's .	2, 11, '08	4.10	12	.....	3,683	Local stone.	5	Limestone	3	Same.....	Same.....	100	40 339 47	9,839
Cattar'g's .	2, 11, '08	2.27	12	.....	4,365	Local stone..	5	Granite....	3	Same....	Same.... ..	100	32,863 66	14,477
Chaut'qua.	2, 6, '08	1.044	12	.....	1,590	Limestone..	5	Limestone .	3	Same.....	Same.....	100	10,600 00	10,153
Sullivan..	2, 11, '08	6 87	14	28	5,630	Approved st	3	Approved st	3	Same	Same.... .	100	63,119 96	9,607
Sullivan	1, 30, '08	5.15	14, 16	28, 22	4,410	Approved st	3	Approved st	3	Same.....	Same.....	100	43,132 25	8,375
Franklin .	2, 4 '08	4.51	14	30	1,496	Approved st	3	Approved st	3	Limestone .	Limestone	100	40,843 23	9,056
Franklin .	1, 27, '08	5 22	14	.....	4,090	Approved st	3	Approved st	3	Same.....	Same..... .	100	50,283 45	8,084
Franklin	1, 27, '08	4 19	14	.....	3,340	Approved st.	3	Approved st	3	Same.....	Same.....	100	35,253 86	8,414
Chenango.	6, 12, '12	4 71	12, 14	24, 28	*5,617	Gravel.....	4	Gravel	3	Same.....	Glut. & H. O.	97	... . ..	.....
Chenango..	6, 11, '12	3 81	14	28	*4,382	Sub-base ..	6	Approved st	3	Same.....	Glut. & H. O.	96	. ...	... ...
Otsego...	11, 21, '08	4 60	14	24	4,313	Approved st.	4	Trap-rock...	2	Same.....	Bit mat.....	100	54,457 48	11,838
Dutchess .	5, 2, '11	4 70	14, 16	26, 28	5,502	Approved st.	3	Approved st	3	Same.....	Oil.....	100	52,369 06	11,142
Dutchess	3, 23, '11	2 29	14	28	3,969	Approved st.	3	Approved st	3	Same	Oil.....	100	24,636 61	10,846
Niagara ..	11, 20, '08	5.13	12	24 to 28	1,860	Limestone...	5	Limestone...	3	Same.....	Same.....	100	49,742 59	9,696
Livingston.	11, 14, '08	5 57	12	22, 20	5,820	Local stone.	5	Limestone...	3	Same.....	Oil	100	66,014 24	12,311
Livingston.	4, 4, '10	4.64	14	24	7,244	Approved st.	3½3	Limestone...	3	Same.....	Same.....	100	62,412 20	13,765
Livingston.	4, 26, '11	2.22	14 to 18	30	4,653	Approved st.	3	Limestone ..	3	Same... .	Same.....	100	19,378 92	8,730
Livingston.	5, 2, '11	5.63	14	29, 30	*5,722	Limestone..	3	Limestone .	3	Same	Same.....	58	.....	.....
Livingston.	6, 18, '12	2.12	14	28	*2,668	Concrete....	6	.....	....	Screenings...	Bit mat T HO	80	.....	.....
Greene....	2, 11, '08	5.80	14, 16	.....	3,600	Approved st.	3	Approved st.	3	Limestone...	Bit mat.....	100	67,396 08	12,103

5, '03	5.20		14	22	2,278	Approved st.	3	Trap-rock...	3	Same.....	Same.....	100	46,337	30	6,911
15, '11	0.24		14	26	3,063	Approved st.	3	Approved st	3	Same.....	Oil.....	100	2,274	64	2,477
29, '03	3.17		14	26	4,790	Approved st.	3	Trap-rock..	3	Limestone...	Limestone...	100	25,807	04	8,078
3, '08	2.08		14	26	3,480	Approved st.	3	Approved st	3	Same.....	Same.....	100	19,442	92	9,432
14, '08	4.77		14	26	3,840	Approved st.	3	Approved st	3	Limestone...	Oil.....	100	36,245	97	7,598
14, '10	3.98		13	24	4,528	Quartzite....	4	Quartzite....	2	Same.....	Bit mat.....	100	44,661	26	11,219
20, '08	0.90	16, 24	22 to 58		2,970	Limestone...	3	Trap-rock..	3	Limestone...	Oil.....	100	13,396	51	16,773
11, '08	7.53	12, 16	.....		2,060	Limestone...	4	Syenite	2	Same & li. st.	Same & li. st.	100	83,250	00	11,065
4, '10	2.82		16	28	5,235	Approved st.	3½	Trap-rock...	2	Same.....	Bit mat.....	100	37,045	17	13,127
8, '10	3 20	12, 16	22, 32		3,225	Limestone...	3& 4	Limestone...	2½	Same.....	Bit mat.....	100	30,481	40	9,535
3, '08	2.46		16	.....	980	Gravel.....	4	Limestone..	4	Sand	Oil.....	100	37,422	17	10,815
30, '08	2.08		16	.....	1,255	Gravel.....	4	Limestone...	4	Same.....	Same.....	100	22,100	00	10,734
28, '08	8.79		13	.....	1,980	Limestone...	4	Limestone..	2	Same.....	Oil.....	100	76,500	00	8,595
29, '08	8.02		13	.....	3,364	Limestone ..	4	Limestone...	2	Same.....	Oil.....	100	80,078	41	9,965
25, '08	5.13	16, 13		26	2,845	Gr or gn.....	4	Gr or gn.....	2	50% li & 50% top st.....	Oil.....	100	47,467	59	9,259
16, '10	7.80		14	.....	5,431	Approved st.	4	Gran or syen.	2	Same.....	Bit mat.....	100	93,406	70	11,933
14, '08	4.12		14	26	3,302	Approved st.	...	Approved st.	...	Same.....	Bit mat.....	100	37,480	30	9,097
25, '08	5.79	13, 14	22 to 30		3,080	Limestone...	3	Syenite & li..	3	50% li & 50% top st.....	Bit mat.....	100	52,112	64	10,737
27, '10	6 51		15	26	3,496	Limestone...	4	Limestone...	2	Same.....	Bit mat.....	100	76,483	25	12,056
4, '10	2.75		16	32	3,941	Limestone...	4	Limestone...	3	Same.....	Bit mat.....	100	30,834	00	11,212
27, '11	4 08		14	24, 26	7,020	Gneiss.....	3	Gneiss	3	Same.....	Bit mat.....	100	47,760	83	11,764
30, '08	4.33		16	.....	2,370	Local stone..	4	Limestone...	3	Same.....	Same	100	52,700	00	12,170
30, '08	4.08		16	26	2,765	Approved st.	3	Trap-rock...	3	Same.....	Same.....	100	40,537	08	9,936
18, '08	3.75		14	26	2,633	Approved st.	3	Approved st.	3	Same.....	Same.....	100	26,729	75	7,128
29, '08	5.46	12, 14	.....		4,117	Approved st.	3	Approved st.	3	Same.....	Same.....	100	71,899	56	13,168
8, '10	1.12		14	26	4,340	Fieldstone ..	2	Limestone...	2½	Same.....	Same.....	100	12,062	02	10,769
5, '08	5.91		16	26 to 32	6,420	Approved st.	4	Trap-rock...	2	Same.....	Bit mat.....	100	89,924	47	15,216
27, '11	5.46	14, 16		26, 30	8,706	Approved st	3	Limestone ..	3	Same.....	Oil.....	100	83,899	63	15,366
23, '11	10.30		16	32	*3,08.	Limestone..	3	Limestone...	3	Same.....	Bit. mat....	94	.....		.....
16, '06	5.95		12	22 to 32	2,16.	Limestone...	5	Limestone...	3	Same.....	Rock asphalt.	100	68,633	94	11,535
27, '10	7.07		16	28	4,906	Li st concrete	4 &5	Limestone...	2	Same, brick..	Bit mat..	100	177,144	11	25,056
15, '12	2 75	12, 16		26	*3,015	Sub-base ...	6	Approved st.	2	Same.....	Glut. & H.O.	100	.....		.....
29, '12	1 40		12	26	2,371	Gravel	6	Gravel.....	3	Same.....	Glut. & H.O	100	.....		.....
25, '08	1 46		12	.....	2,420	Local stone .	5	Limestone...	3	Same.....	Oil.....	100	12,856	16	8,806
6, '10	4.25	14, 16	24, 32		4,581	Approved st	4	Approved st	3	Same.....	Bit mat.....	100	53,212	06	12,520
23, '06	7 03		14	.....	5,585	Approved st.	4	Approved st.	4	Same.....	Oil.....	100	92,343	46	13,128
21, '12	2 78		16	32	4,254	Concrete....	6	.....	2	Brick se'n'gs.	Bit matT HO	100	40,641	48	14,619
17, '12	8.32		.....	.....	.....	.....	.....	.....	.....	.....	.....	100	5,786	80	695
12, '12	2.15		16	32	*3,047	Concrete....	5	.....	.....	Brick.....	.....	100	.....		.....
8, '10	6.32		16	25, 32	4,792	Limestone...	4	Approved st.	3	Same.....	Bit mat.....	100	50,463	20	12,732
16, '10	6.02		16	26	8,801	Dol'mitic li st	2½	Dol'mitic li st	3	Same.....	Bit mat.....	100	37,845	33	14 942
4, '11	7.14	8, 13, 6		26	*16,604	Quartzite, gr.	3	Quartzite, gr.	3	Same.....	Bit. mat. & sand.....	88	.....		.....
29, '12	4.10		16	26	4,311	Gravel.....	6	Gravel.....	4	Same.....	Glut. & H.O.	100	36,231	67	8,834

*Yardage based on Preliminary Estimate, all others taken from Final Estimate. †Contract cancelled, $5,736.80 paid.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914. — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation. per mile.	MATERIALS. BOTTOM. Kind of crushed rock.	BOTTOM. Thickness.	TOP. Kind of crushed rock.	TOP. Thickness.	TOP. Kind of wearing course.	TOP. Kind of binder.	Per cent completed.	TOTAL COST COMPLETED. Whole.	TOTAL COST COMPLETED. Per mile.
					Feet.	Feet.										
768	Ossining-Kitchawan	Westchest.	11, 12, '08	5.86	14	24, 28	7,043	Approved st.	3	Approved st.	3	Same	Oil	100	$59,973 52	$10,234
769	Amawalk-Woods Bridge	Westchest.	11, 20, '08	4.21	14	22 to 28	5,539	Approved st.	3	Approved st.	3	Same	Bit mat	100	44,591 40	10,592
770	Goldens Bridge-Turk Hill	Westchest.	5, 14, '10	3.85	14	28	6,162	Approved st.	3	Approved st.	3	Same	Bit mat	100	.....	.....
772	Fulton-Hannibal, Part 1	Oswego	3, 23, '11	3.67	16	30	3,200	Fld & gravel	3	App. st., trap.	3	Same	Bit. mat	100	52,761 86	14,376
775	Golden's Bridge-Croton Falls	Westchest.	2, 16, '10	4.42	14	24, 26	4,262	Approved st.	4	Gran or gn	2½	Same	Bit mat	100	48,714 64	11,021
776	West Plattsburg	Clinton	2, 16, '10	7.26	14	24, 28	3,059	Approved st.	4	San. or li	3	Same	Bit mat	100	74,511 30	10,263
777	Plattsburg-Cadyville, Part 1	Clinton	3, 22, '11	4.33	14, 16	26, 32	3,687	Dolomitic li.	3	Dolomitic li.	3	Same	Bit. mat	100	45,476 24	10,502
778†																
780	White Plains-Town Line-Harrison	Westchest.	2, 16, '10	2.91	16	28	4,759	Gran or gn	4	Trap-rock	2½	Same	Bit mat	100	40,476 58	13,909
781	Gilbertsville Village	Otsego	10, 9, '08	0.80	16	26, 28	4,250	Approved st.	3	Approved st.	3	Same	Same	100	8,865 00	11,081
782	Otego Village	Otsego	9, 23, '08	0.41	14, 16	26, 30	2,480	Approved st.	4	Trap-rock	2	Same	Same	100	4,343 90	10,595
783	Milford Village	Otsego	10, 23 '08	0.68	14, 15, 16	26, 28 / 30, 32 / 34	2,640	Approved st.	4	Trap-rock	2	Same	Same	100	6,547 67	9,629
784	Cooperstown-Three Mile Point	Otsego	11, 13, '08	3.12	14, 16	24, 28, 32	5,673	Approved st.	3	Limestone	3	Same	Bit mat	100	46,320 76	14,846
785†																
786	Cherry Valley-Roseboom	Otsego	4, 6, '10	3.76	14	28	4,292	Approved st.	3½	Limestone	2	Same	Oil	100	42,181 54	11,218
787	East End	Otsego	4, 4, '10	0.47	10	33	1,343	Concrete	5	.....	....	Brick	.....	100	7,606 94	16,185
788	South Schenectady-Mariaville	Schen't'y	11, 14, '08	7.32	14	26	5,253	Approved st.	3	Limestone	3	Same	Bit mat & oil	100	86,331 10	11,794
789	Mariaville-Montg'y Co Line	Schen't'y	2 16, '10	5.75	14	26 and special	4,474	Approved st.	4	Grit	3	Same	Bit mat	100	77,556 49	17,490
790	Cohoes City Line-Boghts Cors.	Albany	3, 21, '11	2.17	16	24, 26	4,529	Sandy grit	3	Sandy grit	3	Same	Bit. mat	100	28,253 09	13,020
793	Schenectady-Vischers Ferry	Schen't'y	3, 31, '11	2.34	14	24	4,736	H. R. san	3	Limestone	3	Same	Oil	100	26,101 22	11,151
794	Huntington-Amityville, Sec. 1.	Suffolk	11, 14, '08	10.14	16, 19	32	2,374	Approved st.	3	Trap-rock	3	Same	Bit mat	100	131,358 22	12,954
795	Jeff'nville-Kenoza Lk.-Fost'd'e	Sullivan	11, 20, '08	6.20	14	26	6,000	Approved st.	3	Approved st.	3	Same	Bit mat	100	82,865 50	13,365
796	Greenville-Coxsackie, Sec. 1	Greene	11, 14, '08	4.62	14, 16	26, 28	4,504	Approved st.	3	Approved st.	3	Same	Bit mat	100	57,436 19	12,432
797	Hunter-Windham, Part 2	Greene	2, 16, '10	3.39	16	26, 32	3,576	Approved st.	3½	App. Catskill sandstone	3	Same	Bit mat	100	47,390 96	13,980
798	Kent-Towner	Putnam	2, 16, '10	2.78	14	26	7,935	Gneiss	3½	Gneiss	2	Same	Bit mat	100	53,243 37	19,152

801		4, 4, '10	4.66	14	24, 32	3,328	Sub-base	2	Limestone	2½	Same	Same	100	47,155 24	10,075
802		3, 30, '11	5.25	14, 16	24, 44	*6,794	Limestone	3	Dolomite fl.	3	Same	Oil	83		
803		5, 3, '12	8.23	14, 16	30, 32	*3,050	App. st. / Sub-base	6	Approved st.	3	Same	Bit mat H.O	83		
804		2, 16, '10	7 13	14, 16	26 and special	6,073	Gneiss	4	Gneiss	2	Same	Bit mat	100	81,668 67	11,454
805		4, 29, '11	3 67	14	26	5,937	Gneiss	3	Gneiss	3	Same	Bit. mat	100	37,913 46	10,331
806		12, 22, '06	1 00	16, 24	28	3,433	Limestone	3	Trap-rock	3	Limestone	Bit mat	100	20,507 00	20,507
809		12, 22, '06	0 70	16 to 44	22, 44	4,521	Limestone	3	Limestone	3	Limestone	Bit mat	100	12,843 96	13,348
811		4, 4, '10	3 39	14	26	4,046	Limestone	3½	Limestone	3½ / 2½	Same	Same	100	25,696 97	10,751
812		4, 5, '10	4.81	16	28	2 562	Approved st	4	Dolomite	2	Same	Bit mat	100	52,163 05	10,844
813†															
814		5, 12, '12	5 31	14	28	*3,898	Sub-base	6	Approved st	3	Same	Glut. & H. O.	100		
815		3, 27, '11	6 22	14, 16	26, 28	5,406	Gneiss	3	Li or san	3	Same	Bit. mat	100	86,658 11	13,983
820		2, 16, '10	6 52	14, 16	28, 26	3,442	Approved st.	3½	Approved st.	3	Same	Oil	100	65,930 82	10,112
821		2, 16, '10	5 50	14	24, 28	5,241	Syenite	4	Syenite	2	Same	Bit mat	100	63,103 36	11,473
823		4, 8, '10	4.82	14	24	12,202	Approved st.	4	Approved st.	2½	Same	Bit mat	100	76,190 22	15,807
824		4, 27, '11	3 34	14	24	12,965	Approved st.	3	Approved st	3	Same	Bit. mat	100	53,293 97	15,956
825		3, 23, '11	3.33	14	26	4,009	Gravel	3	Limestone	3	Same	Bit. mat	100	39,917 11	11,987
826		3, 23, '11	5 93	14	26	3,771	Fieldstone	3	Fieldstone	3	Same	Bit. mat	100	65,029 27	10,966
827		6, 13, '12	6.71	14	24	*6,334	Sub-base	6	Approved st.	3	Same	Bit mat T Ho	100		
828		6, 14, '12	7.19	14,16	26	*5,547	Sub-base / Concrete	6 / 6	Approved st. / ...	2 / ½	Screenings	Bit. mat. A.	97		
832		6, 17, '12	2.51	16	32	3,347	Approved st.	3	Approved st.	3	Same	Bit. mat. A. A. A.	100	47,044 00	18,982
833		3, 24, '11	5 44	14	28	*4,165	Sub-base	6	Approved st	2½	Same	Oil	100		
834		4, 4, '10	7.48	14, 16	26, 28	3,979	Sub-base	6	Trap	2½	Trap	Oil	100	82,784 35	11,066
836†															
837		3, 23, '11	4 77	16	26	4,251	Approved st	3	Limestone	3	Same	Bit. mat	100	56,439 02	11,832
838		3, 23, '11	0.56	16	26	2,307	Sub-base	6	Syenite	3	Same	Bit. mat	100	9,103 57	16,256
839		3, 27, '11	1 21	16	28	5,808	Approved st	3	Limestone	3	Same	Same	100	13,861 57	11,456
840		5, 10, '11	4 37	16	28	4,337	Approved st	3	Trap, syenite	3	Same	Bit. mat	100	55,618 47	12,727
841		2, 16, '10	4 45	16	24, 28	6,564	Approved st	4	Limestone	2	Same	Bit mat	100	60,903 07	13,686
842		2, 14, '10	0 27	26	.....	1,667	Limestone	4	Gravel	2	Gravel	Bit mat	100	4,650 48	17,224
843		5, 27, '10	0 17	16	28	2,618	Approved st.	4	Approved st	2	Same	Bit mat	100	2,633 32	15,490
844		6, 19, '12	1 07	16	28, 32	3,676	Approved st	3	Limestone	3	Same	Bit. mat. A. A. A.	100	14,191 53	13,263
845		4, 4, '10	4 01	14	24	4,165	Sub-base	6	Limestone	2½	Same	Same	100	38,616 35	9,630
846		4, 5, '10	5 30	16	32	4 180	Approved st	4	Trap	2	Same	Bit mat	100	83,917 56	15,834
847		4, 6, '10	5 74	14	28, 32	5,066	Limestone	4	Limestone	2	Same	Bit mat	100	62,768 40	10,935
848		4, 6, '10	3 76	14	24	8,794	Approved st.	3½	Approved st.	2½	Same	Same	100	53,887 35	14,232
849		5, 27, '10	1.10	16, 36	28	15,940	Stone	4	Limestone	2	Limestone	Bit mat	100	28,447 71	25,861
850		4, 4, '10	6.14	14, 16	24, 26	4,897	Sandstone / Concrete	3½ / 5	... / ...	2 / ...	Same / Brick	Oil	100	71,091 69	11,578
851		4, 5, '10	1.11	16	16, 32	3,733	Limestone	3–4	Limestone	2	Same	Bit mat	100	15,000 08	13,513
852		4, 4, '10	0 81	16	24, 28	4,043	Fieldstone	4	App. syenite	2	App. syenite	Bit mat	100	12,924 14	15,956
853	Batavia–Elba	6, 8, '10	4.07	12	22	1,766	Limestone	2, 3½	Limestone	3	Same	Same	100	16,700 86	4,103

* Yardage based on Preliminary Estimate, all others taken from Final Estimate.

† Nos. 778, 785, 513, 836 built as State Highways.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898, TO JANUARY 1, 1914—(*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole.	Per mile.
					Feet.	Feet.										
854	Castile Center–Perry Center	Wyoming	4, 4, '10	4.50	16	30	3,108	Limestone	4	Limestone	2	Same	Bit mat	100	$56,274 19	$12,505
855	Mt. Morris Village	Livingston	4, 6, '10	0.47	16, 22	30, 45	8,283	Limestone	3½	Limestone	3	Same	Same	100	8,617 07	18,334
856	Geneseo Village	Livingston	4, 8, '10	1.32	16	32	3,055	Limestone	4	Limestone	2	Same	Bit mat	100	19,551 91	14,812
857	Roberts Road	Chaut'qua	4, 4, '10	1.62	16	32	3,903	Concrete	5	.....	....	Brick	.....	100	37,558 78	23,184
858	Whitney Pt.–Upper Lisle	Broome	3, 22, '11	4.27	14	24	5,152	Sub-base	6	Trap	2	Limestone	Limestone	100	57,200 00	13,396
859	Keeseville Village	Clinton and Essex	5, 27, '10	1.24	16, 42	28, 45	3,839	Approved st.	4	Approved st.	2	Same	Bit mat	100	16,419 60	13,242
860	Clyde Resort, Part 2	Wayne	5, 27, '10	3.48	10	22, 28	1,497	Approved st.	5	Gravel & li.	2½	Limestone	Limestone	100	21,370 76	6,141
861	Dugway, Part 4	Wayne	5, 27, '10	1.98	10	22	3,535	Approved st.	5	Gravel & li.	2½	Limestone	Limestone	100	15,105 29	7,628
862	Hamburg Village	Erie	5, 27, '10	0.97	28, 30	29, 31	9,048	Concrete	5	.....	....	Brick	.....	100	49,357 11	50,884
863	Blasdell Village	Erie	5, 27, '10	1.06	14	26, 48	2,884	Concrete	5	.....	....	Brick	.....	100	24,821 01	23,416
864	Fultonville Village Fonda Village	Montg'y	5, 27, '10	0.90	16, 24	28, 65	8,431	Concrete Limestone	5 4	..... Limestone	8 2	Medina blk Same	..... Bit mat	100	23,720 81	26,356
865	Mt. Kisco Village	Westchest.	5, 27, '10	3.01	16, 24	30, 32	6,406	Concrete App. stone	5 4	..... Approved st.	 2	Brick Same	..... Bit mat	100	92,177 21	30,623
866	Aurora–Glenwood, Part 1	Erie	5, 27, '10	2.01	16	28	3,797	Concrete Limestone	....	..... Limestone	 2	Brick Limestone	..... Bit mat	100	47,675 97	23,719
867	Dansville Village	Livingston	8, 1, '10	1.09	16	32	2,761	Limestone	4	Limestone	2	Same	Bit mat	100	12,308 18	11,292
868	Dolgeville Village	Herkimer	8, 1, '10	2.06	16, 28	28, 32	4,070	Concrete App. stone	5 4	..... Syenite	 2	Brick Same	..... Bit mat	100	42,496 60	20,629
869	Middleville Village	Herkimer	8, 1, '10	0.69	16	28	5,081	Dolomite	4	Dolomite	2	Same	Bit mat	100	9,517 94	13,794
870	Herkimer Village, German St	Herkimer	8, 1, '10	1.99	16, 25	28, 32	7,828	Concrete App. stone	5 4	..... Approved st.	2 2	Bitulithic Same	..... Bit mat	100	56,516 64	28,400
872	Portville Village	Cattar'gus	8, 1, '10	0.65	16, 29	16, 38	4,015	Limestone Concrete	 5	Limestone	2	Limestone Brick	Bit mat	100	16,883 99	25,975
873	Brockton–Stockton, Part 1	Chaut'qua	3, 22, '11	2.93	12	22, 24, 26, 30, 37	5,087	Limestone	3	Limestone	3	Same	Same	100	32,851 39	11,212
874	Nobleboro–Morehouseville	Hamilton	3, 23, '11	5.00	14	28	4,550	Approved st.	3	Gneiss	3	Same	Oil	100	63,614 29	13,723
875	Elmdale–Gouverneur	St. Law'ce	3, 28, '11	5.83	12, 14	24, 28	6,072	Approved st.	3	Sy. gr. or gn.	3	Same & li.	Oil	100	71,348 21	12,243

876			3, 23, '11	3 82	12	20, 22, 24	4,269	Approved st.	3	Granite	3	Same	Oil	100	42,064	53	11,013
877			4, 1, '11	0.97	16	26, 27, 28 29, 32	2,691	Approved st	3	Syenite	3	Same	Bit. mat.	100	12,316	46	12,687
878			3, 25, '11	6.74	16	32	3,529	Approved st	3	Dolomite	3	Same	Bit. mat.	100	68,407	12	10,149
879			3, 22, '11	6 40	16	28	*5,326	Gravel	4	Gravel	3	Same	Bit. mat.	93			
880			3, 31, '11	2.79	14	26	2,943	Limestone	3	Limestone	3	Same	Bit. mat.	100	27,937	40	10,014
881			4, 25, '11	1.79	14	28, 28	5,681	Sub-base	6	Limestone	3	Same	Same	100	24,887	13	13,903
882			3, 28, '11	2 55	14, 16	26, 28	4,118	Sub-base	6	Limestone	3	Same	Same	100	27,062	83	10,612
883			4, 25, '11	2.14	14	26	4,393	Sub-base	6	Limestone	3	Same	Same	100	27,126	72	12,676
884			3, 23, '11	3.58	14	30	4,741	Approved st.	3	Gneiss	3	Same	Bit. mat.	100	45,645	73	12,760
885			3, 22, '11	8 58	14, 16	28, 28	3,800	Approved st.	3	Gneiss	3	Same	Bit. mat.	100	97,530	44	11,367
886			3, 23, '11	4.19	14, 16	28, 32	7,401	Sandy grit	3	Sandy grit	3	Same	Bit. mat.	100	65,313	44	15,588
887			3, 23, '11	3.15	14, 16	28, 37	4,940	Sandy grit	3	Sandy grit	3	Same	Bit. mat.	100	35,911	91	11,401
888			4, 29, '11	3.72	14, 16	24, 26	3,337	Sub-base	6	Limestone	3	Same	Oil	100	43,286	05	11,636
889			4, 27, '11	0 64	16	26	2,416	Gravel	4	Gravel	2	Same	Bit. mat.	100	6,885	48	10,759
890			4, 29, '11	4 35	14	26	5,084	Approved st.	3	Sandstone	3	Same	Bit. mat.	100	46,650	60	10,726
891			4, 28, '11	5.99	14, 16	26, 28, 32	3,657	Quartz or dol.	3	Quartz or dol.	3	Same	Bit. mat.	100	65,367	82	10,913
892			4, 25, '11	1.43	16	32	3,810	Sandstone	3	Anorthosite or granite	3	Same	Bit. mat.	100	16,006	95	11,193
893			4, 27, '11	3.61	15, 16	28, 32	4,694	Limestone	3	Limestone	3	Same	Bit. mat.	100	44,784	90	12,129
894			4, 29, '11	3.56	16	16, 21, 26	5,167	Approved st	3	Limestone	3	Same	Bit. mat.	100	48,645	95	13,665
895			5, 1, '11	0 89	16, 32	26, 28, 32	2,404	Approved st.	3	Approved st.	3	Same	Bit. mat.	100	14,432	88	16,217
896			5, 4, '11	2 34	14, 16	26, 37	2,478	Limestone	3	Syenite	3	Same	Bit. mat.	100	33,583	11	14,352
897			5, 4, '11	4.24	12	24	7,500	Limestone	3	Limestone	3	Same	Bit. mat.	100	59,970	32	14,144
898			4, 28, '11	3.88	16	28	7,142	Trap-rock	3	Trap-rock	3	Same	Bit. mat.	100	40,932	81	14,212
899			4, 25, '11	5 56	14	24	7,060	Approved st.	3	Approved st.	3	Same	Bit. mat.	100	80,667	69	14,202
900			4, 27, '11	4 26	14	24	5,681	Approved st	3	Approved st	3	Same	Bit. mat.	100	56,235	61	13,201
901			4, 29, '11	1 89	16	32	2,036	Approved st	3	Trap-rock	3	Same	Bit. mat.	100	24,788	27	13,115
902			4, 29, '11	5 30	14	20, 24	3,604	Sub-base	6	Limestone	2½	Same	Oil	100	63,300	00	11,962
903			4, 25, '11	2 07	14	22, 24	3,890	Sub-base	6	Limestone	3	Same	Oil	100	21,450	00	10,362
904			4, 27, '11	1.64	14, 16	28	2,384	Sub-base	6	Limestone	3	Same	Oil	100	16,952	59	10,337
905			4, 27, '11	3 90	14	22, 24	3,722	Sub-base	6	Sandstone	3	Same	Bit. mat.	100	45,231	59	11,597
906			4, 29, '11	5.06	14	22, 24	4,898	Sub-base	6	Sandstone	3	Same	Bit. mat.	100	81,339	77	13,612
907			4, 29, '11	4.13	14	22, 24	5,196	Sub-base App'd st Concrete	6 3 5	Limestone	3	Same	Oil Brick	100	52,156	06	12,628
908			6, 12, '11	2 07	18, 25	27, 28	3,665	Sub-base	6	Limestone	3	Same Bit. mat	Bit. mat	100	58,722	45	28,368
909			4, 25, '11	4 56	14, 16	26, 28	5,947	Approved st.	3	Approved st	3	Same	Bit. mat	100	57,334	46	12,572
910			6, 13, '11	3 81	16	28, 30	4,702	Trap-rock	3	Trap-rock	3	Limestone sc.	Oil	100	46,531	36	12,215
911			12, 4, '11	3 01	16	30	4,502	H. R. Gravel	3	H R Gravel	3	Same	Oil	100	40,955	20	13,606
912			5, 26, '11	6 69	16	30	4,430	Trap-rock	3	Trap-rock	3	Same	Bit. mat.	100	84,011	75	12,558
913			4, 25, '11	1.82	16	32	3,851	Concrete	5			Brick		100	43,346	71	23,982
914			4, 27, '11	3 63	16	32, 52	3,433	Concrete	5			Brick		100	85,630	03	23,606
915			4, 27, '11	1 46	20, 35, 40	20, 35, 40	*7,384	Concrete	5			Brick		100	73,387	63	50,265
916			4, 28, '11	2 30	16	32	3,623	Concrete	5			Brick		100	56,319	31	24,487
917	Lancaster–Alden	Erie	6, 15, '11	4 11	16	30	4,265	Concrete	5			Brick		100	98,096	13	23,847

* Yardage based on Preliminary Estimate, all others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS

County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	Materials. Bottom. Kind of crushed rock.	Bottom. Thickness.	Top. Kind of crushed rock.	Top. Thickness.	Top. Kind of wearing course.	Top. Kind of binder.	Per cent. completed.	Total Cost Completed. Whole.	Total Cost Completed. Per mile.
			Feet.	Feet.										
Wayne	4, 25, '11	1.16	12, 16	29	2,672	Sub-base	6	Limestone	3	Same	Same	100	$10,205 57	$8,796
Wayne	4, 27, '11	3 87	12, 16	29	1,399	Approved st	3	Approved st	3	Lo.st. & li. sc	Lo.sc.; li dust	100	26,515 09	6,851
Wayne	4, 29, '11	3.00	12, 16	24, 27	2,537	Sub-base	6	Approved st	3	Lo.st & li. sc	Lo.sc.; li dust	100	29,824 17	9,941
Ulster	4, 27, '11	2 13	14, 16, 22	24, 26	6,303	Approved st	3	Sandy grit	3	Same	Bit. mat	100	34,764 87	16,321
Genesee	4, 25, '11	1 85	14	22, 24	3,681	Limestone	3	Limestone	3	Same	Bit mat	100	17,750 99	9,595
Genesee	4, 25, '11	4 70	14	22, 24	4,462	Limestone	3	Limestone	3	Same	Same	100	47,545 36	10,116
Erie	5, 23, '11	6.03	16	25, 26	*5,648	Approved st	3	Gneiss	3	Same	Bit. mat	56		
Erie	6, 17, '11	5 40	16	22, 24, 28	*4,140	Limestone	3	Limestone	3	Same	Same	21		
Tompkins	6, 17, '11	4.49	14	24	4,465	Sub-base	6	Limestone	3	Same	Oil	100	47,653 86	10,614
Tioga	6, 17, '11	7 39	14	22, 24, 26	2,240	Sub-base	6	Limestone	3	Same	Oil	100	72,577 63	9,970
Essex	12, 6, '11	1.44	14	22, 24, 28	6,542	Approved st.	3	Approved st	3	Same	Bit mat	100	19,765 34	13,032
Clinton	12, 8, '11	0.32	15	26, 44	3,528	Approved st	3	Approved st	3	Same	Bit. mat.	100	3,677 61	11,493
Oneida	6, 15, '11	12.07	16	26	3,977	Approved st	3	Limestone	3	Same	Bit. mat	100		
Oneida	6, 21, '11	1.20	16	32	2,712	Approved st	3	Sy. or trap	3	Same	Bit. mat	100	14,592 93	12,161
Otsego	6, 17, '11	4.68	14, 16	26, 28, 30	*5,240	Approved st	4	Limestone	3	Same	Oil	100		
Otsego	6, 17, '11	3.83	14	22, 24	3,180	Sub-base	6	Limestone	3	Same	Oil	100	39,713 69	10,369
Otsego	6, 17, '11	4 15	14	22, 24	3,461	Sub-base	6	Limestone	3	Same	Oil	100	50,173 71	12,090
Lewis	6, 13, '11	3.83	14, 16	26, 32	3,662	Approved st	3	Limestone	3	Same	Bit. mat	100	43,080 54	11,252
Chaut'qua	6, 14, '11	5.56	14	24, 28	*5,565	Gravel	4	Granite	3	Same	Bit. mat	97		
Chaut'qua	6, 17, '11	6 63	7	28	*3,706	Concrete	5			Brick		60		
Chaut'qua	6, 15, '11	4 24	14	22, 24, 28	2,783	Concrete	5			Brick		100		
Washingt'n	6, 15, '11	0 66	14	24	*3,409	Approved st	3	Approved st	3	Same	Oil	88		
Mont'g'y	4, 14, '11	1 38	14	26	5,398	Approved st.	3	Approved st.	3	Same	Bit. mat	100	16,802 10	12,175
Seneca	6, 15, '11	0.72	16, 18, 22	26, 40	3,917	Sub-base; Limestone; Concrete	6; 2; 5	Sy or tr..	1	Same	Bit. mat. A	100	15,647 19	21,732

945	Wellsville–Hallsport	Allegany	5, 7, 12	4.18	14	24, 30, 31	2,607	Sub-base	6	Approved st.	3	Same	Bit. mat. A. & H. O.	100	44,847 76	10,729
946	Fitch Bridge–Elmira	Chemung	6, 20, '11	1.98	14, 16	24, 28, 32	3,105	Approved st.	3	Li or trap	3	Limestone sc.	Oil	100	24,608 03	12,428
947	Akron–Tonawanda Creek	Erie	6, 21, '11	10.16	16, 39	24, 32, 42	3,322	Limestone	3	Limestone	3	Same	Bit. mat	100	136,473 73	13,432
948	Voorheesville–New Salem	Albany	6, 13, '11	3.76	16	24, 26, 28	4,872	Approved st.	3	Approved st.	3	Same	Bit. mat.	100	48,151 70	12,806
949	Nassau Village	Rensselaer	4, 26, '12	0.29	16	28, 32	9,545	Approved st.	3	Approved st.	3	Same	Bit. mat. A. & H. O.	100	5,028 60	17,340
950	Malone Vil.: Ft. Covington st.	Franklin	12, 7, '11	0.80	16	32	3,131	Approved st.	3	Approved st.	3	Same	Bit. mat.	100	8,258 42	10,323
951	Bovina Center–South	Delaware	12, 4, '11	2.34	14, 16	24, 28	5,271	Sub-base	6	Approved st.	3	Trap sc	Oil	100	.....	.....
952	Hobart–Stamford	Delaware	12, 7, '11	4.66	14, 16	21, 24, 26	3,000	Sub-base	6	Approved st.	3	Same	Bit. mat.	100	52,548 48	11,276
953	Glen Cove	Nassau	12, 6, '11	0 97	16	28, 37	*8,844	Concrete / App'd st.	5 / 3	Approved st	3	Brick / Same	Bit. mat.	96	.....	.....
954	Cairo Hamlet	Greene	4, 24, '12	0.46	16	.....	2,087	Sub-base	6	Approved st.	3	Same	Bit. mat. A.	100	5,563 43	12,094
956	Watervliet City: Nineteenth St.	Albany	6, 11, '12	0.46	16, 32, 37	26, 32, 37	*6,630	Appr'd st / Gravel	3 / 5	Approved st	3	Same / Hassam bl'k	Bit. mat. & A. A.	100	.....	.....
957	Cohoes City: Columbia St.	Albany	6, 11, '12	0.43	16	32	4,042	Sub-base	6	Approved st.	3	Same	Bit. mat. A. & A. A.	100	7,121 25	16,561
958	Gowanda–Dayton	Cattar'gus	12, 11, '11	4.27	14, 16	24, 23	*2,304	Limestone. / Gravel	3	Limestone. / Granite	3	Same	Bit. mat.	95	.....	.....
959	Randolph–Rutledge, Part 2	Cattar'gus	12, 11, '11	3.86	14	24, 36	3,211	Gravel	3	Limestone	3	Same	Bit. mat.	100	46,358 53	12,010
960	Rutledge–Leon, Part 2	Cattar'gus	4, 25, '12	2.80	14	.....	4,134	Concrete	5	.....	....	Screened sand	Bit. mat. A.	100	39,444 47	14,087
961	Elbridge Village: South Street	Onondaga	6, 17, '12	0.19	16	.....	7,205	Approved st.	....	Approved st.	3	Screenings	Bit. mat. A. & A. A.	100	3,147 55	16,566
962	Bridgeport–Lakeport	Madison	6, 12, '12	5.09	14	.....	1,676	Concrete	5	.....	½	Sand or scr	Bit. mat. Tarvia T.	100	64,172 02	12,607
963	Port Crane–North Fenton	Broome	6, 17, '12	6.02	14, 16	24, 26	*3,978	Approved st.	6	Approved st.	3	Screenings	H. O	100	.....	.....
964	Friendship–Bolivar, Part 1	Allegany	6, 3, '12	6.10	12, 14, 16	26, 32	*4,584	Concrete	5	.....	½	Sand or scr	Bit. mat. T. & H. O.	82	.....	.....
965	Obi–Cuba	Allegany	6, 12, '12	9.90	12, 14, 16	22, 24	*4,848	Concrete / Gravel	5	.....	½	Sand or scr	Bit. mat. T. & H. O.	25	.....	.....
966	Madrid–Waddington, Part 2	St. Law'ce	5, 4, '12	4.04	14	26	2,922	Approved st.	3	Approved st.	3	Same	Glu. & H. O.	100	34,557 90	8,554
967	Norwood–Norfolk	St. Law'ce	4, 29, '12	3.30	14, 16	26, 32	2,773	Approved st.	3	Approved st.	3	Same	Glu. & H. O.	100	32,098 91	9,727
968	Ogdensburg–Morristown, Part 2	St. Law'ce	6, 12, '12	4.08	16	32	*4,436	Concrete	6	.....	½	Sand or scr	Bit. mat. T. & H. O.	100	.....	.....
969	Morristown–Hammond, Part 1	St. Law'ce	6, 12, '12	6.53	14	28	*3,161	Approved st.	3	Approved st.	3	Same	Bit. mat. A. & A. A.	88	.....	.....
970	Morristown–Hammond, Part 2	St. Law'ce	6, 11, '12	10.26	14, 16	28	*3,704	Approved st.	3	Approved st.	3	Same	Bit. mat. A. & A. A.	4	.....	.....
971	Marietta–Marcellus	Onondaga	6, 13, '12	7.68	14, 16, 50	26, 30, 50	*4,453	Concrete / Gravel	5	.....	½	Sand or scr	Bit. mat. T. & H. O.	97	.....	.....
972	Pulaski–Williamstown, Part 2	Oswego	4, 25, '12	5.67	14, 16, 24	26, 28, 38	4,690	Approved st.	4	Approved st.	2	Screenings	Bit. mat. A. / Glu. & H. O	100	58,184 58	10,262
973	Volney–Palermo	Oswego	7, 12, '12	5.22	14	26	*3,862	Concrete / App'd gr	5 / 6	..... / Approved gr.	½ / 3	Sand or sc / Same	Bit. mat. T. / Glu. & H. O.	97	.....	.....
974	Putnam Valley–Tompkins Cor's	Putnam	6, 12, '12	6.42	14	24	*5,522	Approved st.	3	Approved st.	3	Same	Bit. mat. A. & A. A.	88	.....	.....

* Yardage based on Preliminary Estimate, all others taken from Final Estimate. † No. 928 built as State Highway. § No. 941 void. Final resolution rescinded.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898, TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation. per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.					Whole.	Per mile.
								Kind of crushed rock.	Thickness	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.			
					Feet.	Feet.										
975	Perry Village	Wyoming	4, 27, '12	2.01	16	32	*3,020	Approved st.	3	Approved st.	3	Same	Bit. mat A.	100		
976	Java Village–Wales	Wyoming	6, 18, '12	3.52	14, 16	26	*5,281	Concrete	5		½	Sand or scr.	Bit. mat. T. & H. O.	98		
977	Albany–Watervliet	Albany	4, 24, '12	2.45	16	28	*1,677	Concrete	5			Brick		90		
978	East Berne–Glyckman Church	Albany	4, 24, '12	4.35	16	26	4,531	Approved st.	6	Approved st.	3	Same	H. O	100	$47,819 61	$10,993
979	Feura Bush–Indian Fields	Albany	4, 25, '12	8.27	16	24, 26	6,006	Approved st.	6	Approved st.	3	Same	H. O	100	102,118 05	12,348
980	Speigeltown–Melrose	Rensselaer	5, 1, '12	2.55	16	26	*4,431	Approved st.	4	Approved st.	2½	Same	Bit. mat. A. & A. A.	88		
981	DeFreestville–Couse	Rensselaer	4, 25, '12	3.14	16	26	*6,274	Gr. concrete	5		½	Sand or scr.	Bit. mat. T. & H. O.	59		
982	Delhi–Andes	Delaware	6, 11, '12	13.37	14, 16	24, 26	*5,834	Approved st.	5	Approved st.	3	Same	H. O	100		
983	Franklin–Treadwell, Part 1	Delaware	4, 24, '12	2.56	14	24	2,748	Approved st.	6	Approved st.	3	Same	H. O	100	25,289 34	9,879
984	North Bangor–South Bangor	Franklin	6, 22, '12	2.07	16	28	*3,192	Concrete	6		½	Sand or scr.	Bit. mat. T. & H. O.	100		
985	Tupper Lake–Moody	Franklin	6, 20, '12	5.49	12	24	*6,568	Approved st.	3	Approved st.	3	Same	Bit. mat. A. & A. A.	78		
987	Kelsey Corners–West Exeter	Otsego	6, 13, '12	6.38	14	24	*3,911	Approved st.	3	Approved st.	3	Same	H. O	77		
988	New Hyde Park–Great Neck	Nassau	4, 25, '12	0.35	16	28, 30	1,629	Approved st.	3	Approved st.	3	Same	Bit. mat A.	100	5,519 93	15,771
989	Springville Village	Erie	4, 24, '12	2.25	16, 24, 40	32	6,267	Concrete	5			Brick		100	94,878 82	42,168
990	Angola Village	Erie	4, 24, '12	1.03	24, 40	40	3,883	Concrete	5			Brick		100	35,912 57	34,866
991	East River	Erie	4, 24, '12	4.64	16	32	*6,088	Gravel con.	6		½	Sand or scr.	Bit. mat. T. & H. O.	100		
992	Marion–Williamstown, Part 1	Wayne	5, 8, '12	1.99	14, 16	30	2,860	Concrete	6		½	Sand or scr.	Bit. mat. T. & H. O.	100	24,779 29	12,452
993	Manchester–Palmyra, Part 2	Wayne	4, 25, '12	1.20	16	30	2,575		7	Gravel	1	Screened gr.	H. O	100	11,764 85	9,804
994	Williamson Station–Pultneyville	Wayne	4, 25, '12	3.46	14	26, 30	2,368	Concrete	6		½	Sand or scr.	Bit. mat. Tarvia A.	100	40,137 29	11,600
995	Truxton–Chenango	Cortland	4, 29, '12	4.86	14, 16	20, 24, 28	*4,798	Approved st.	6	Approved st.	3	Same	Bit. mat. A.	100		
996	Cortland–Groton, Part 2	Cortland	4, 29, '12	2.25	14	26	2,333	Approved st.	3	Approved st.	3	Same	Glu. & H. O.	100	59,953 47	26,646
997	Hunter–Jewett Center	Greene	6, 13, '12	6.13	16	28, 26	*6,491	Approved st.	6	Approved st.	3	Screenings	Bit. mat. A.	100		

998	Hunter–Windham	Greene	4, 25, '12	6.27	16	22, 24, 26	*6,954	Approved st.	6	Approved st.	3	Screenings	Bit. mat. A.	100				
999	Montour Falls–Alpine, Part 2	Schuyler	4, 6, '12	6.68	14, 16	24, 26, 48	*2,575	Approved st.	6	Approved st.	3	Screenings	Glu. & H. O.	97				
1000	Big Creek, Part 3	Steuben	4, 24, '12	6.95	14	22.5, 24	*5,669	Approved st.	6	Approved st.	3	Sand or scr.	Glu. & H. O.	59				
1001	Enfield Center–Ithaca	Tompkins	4, 27, '12	6.45	14 16	26	*3,287	Approved st.	6	Approved st.	3	Same	Glu. & H. O.	46				
1002	Croton Village–Freeville Village–Dryden Village	Tompkins	4, 29, '12	2.54	14, 16, 20, 32	24, 28, 32, 34	3,474	App'd st. Concrete	4	Approved st.	2½	Same	Bit. mat. A.	100	34,454 59	13,565		
1003	Mitchell Street–East Town Line	Tompkins	6, 15, '12	1.17	16	28	*5,470	Approved st.	6	Approved st.	3	Same	H. O.	32				
1004	Cooks Corners–Brookton: Slaterville Springs–Caroline	Tompkins	6, 15, '12	4.58	14	24	*3,362	Approved st.	6	Approved st.	3	Same	H. O.	76				
1005	Tyrone–Reading	Schuyler	7, 20, '12	6.55	14	24	*4,076	Approved st.	6	Approved st.	3	Sand or scr.	H. O.	88				
1006	Lithgow–Amenia	Dutchess	6, 30, '12	2.97	16	26	3,289	Approved st.	3	Approved st.	3	Same	Bit. mat. A. & A. A.	100	42,018 56	14,148		
1007	Millerton–Indian Pond	Dutchess	4, 29, '12	2.72	14, 16	26, 32	5,356	Approved st.	3	Approved st.	....	Screenings	Glu. & H. O.	100	31,605 65	11,619		
1008	Battleman Road	Clinton	4, 29, '12	1.28	14	28	5,544	Concrete	6	.....	½	Sand or scr.	Bit. mat. T. & H. O.	100	16,886 18	13,192		
1009	Spencerport–North Chili, Pt. 2	Monroe	5, 20, '12	0.52	16	32	4,094	Approved st.	5	.....	....	.....	Roc mac.	100	6,631 00	12,752		
1010	Livonia Village	Livingston	5, 4, '12	0.98	16	32	9,173	Approved st.	3	Approved st.	3	Same	Glu. & H. O.	100	16,062 59	16,390		
1011	Brocton–Stockton, Part 2	Chau'qua	4, 25, '12	4.70	8, 16	30	*3,683	Concrete	5	.....	....	Brick	.....	80	.....	.....		
1012	Sinclairville–Cassadaga, Pt. 2	Chau'qua	4, 24, '12	3.30	16	30, 32	*4,524	Concrete Concrete	5 5	..... Approved st.	 3	Brick Same	..... Bit. mat. A	42	.....	.....		
1013	Plymouth Hamlet	Chenango	4, 27, '12	0.19	16	28	1,895	Approved st.	6	Approved st.	3	Same	Bit. mat. A.	100	3,339 75	17,578		
1014	McDonough Hamlet	Chenango	4, 24, '12	0.08	16	26	2,375	Approved st.	6	Approved st.	6	Same	Bit. mat. A.	100	1,484 22	18,533		
1015	Crystal Springs–Chappaqua–Milwood	Westchest	6, 14, '12	7.24	14, 18, 30	24, 30	*6,711	Concrete	6	.....	½	Sand or scr	Bit. mat. T. & H. O.	72	.....	.....		
1016	Groton–Locke–Moravia	Cayuga	4, 25, '12	7.96	14, 16, 45	26, 30, 45	*1,510	Concrete Concrete Sub-base	3½ 5	.... Limestone	1½	..... Brick Same	Dolarway, Tarvia A. & Bit. mat. A.	90	.....	.....		
1018	Coram–Patchogue	Suffolk	4, 26, '12	6.79	16	30	3,094	Cem. gravel	....	Scr. gravel	3	Gravel scr.	H. O.	100	77,202 22	11,370		
1019	Spring Valley–Mount Ivy	Rockland	6, 24, '12	4.47	14	28	5,269	Concrete	6	.....	½	Sand or scr.	Bit. mat. A. & dolarway	100	59,877 02	13,395		
1020	Copenhagen–Lowville, Part 1	Lewis	6, 19, '12	4.58	14	28	*3,712	Approved st.	3	Approved st.	3	Same	Bit. mat. A. & A. A.	100	.....	.....		
1021†	Warrensburg–Thurman St'a	Warren	6, 12, '12	3.52	.....	.....	.....	.....	....	.....	....	.....	.....	....	.....	.....		
1022	Lakeport–Oneida Lake	Madison	6, 12, '12	3.18	14	26	2,725	Concrete	5	.....	1	Sand or scr.	Bit. mat. T. & H. O.	100	36,281 05	11,409		
1023	Chestertown–Hague, Part 1	Warren	6, 13, '12	6.36	14	24	*6,336	Approved st	6	Approved st.	3	Same	Bit mat. A. & A. A.	85	.....	.....		
1024	Gowanda Village	Cattar'g's	6, 13, '12	0.77	16, 30	30, 32	*6,234	Concrete	5	.....	....	Brick	.....	42	.....	.....		
1025	Pisco–Lake Pleasant	Hamilton	6, 11, '12	7.82	14, 16	26	*6,769	Approved st.	3	Approved st.	3	Same	Bit. mat. A. & A. A.	85	.....	.....		
1028	Esperance–Esperance Station	Schen't'y	6, 11, '12	1.37	16	24, 26	4,850	Approved st.	6	Approved st.	3	Same	Bit. mat. A.	100	18,262 55	13,330		
1029	Central Bridge–Quaker St., Part 2	Schen't'y	6, 11, '12	4.16	14	26	*4,769	Approved st.	6	Approved st.	3	Screenings	Bit. mat. A.	100	.....	.....		
1030	Avon Village	Livingston	6, 15, '12	1.25	16, 31, 56	32, 34, 59	*5,294	Gravel con.	5	.....	½	Screenings	Bit. mat. T. & H. O.	84	.....	.....		

* Yardage based on Preliminary Estimate. All others taken from Final Estimate. † Contract cancelled. $3,106.80 paid.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898, TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

14, '12	3.10	15,22 24,34	26,30 34,36	8,618	Concrete	5			Scr or sand. Brick	Bit. mat. Dolarway.	100	135,878 01	43,832
12, '12	3 87	16	28,32	4,111	Cem. gravel		Cem. gravel		Sand	H. O	100		
2, '12	0 51	40	40	5,112	Concrete	5			Brick		100	38,895 02	76,264
12, '12	1.58	16, 24	24, 32	*2,899	Approved st	3	Approved st	3	Same	Bit. mat. A. & A. A.	100	22,152 82	14,021
27, '13	1 46	16	30	*2,671			Approved st	3	Asphalt blk		83		
4, '13	0.59	16	30	*3,586	Concrete	5			Brick		100		
4, '13	2.55	16	32	*3,922	Concrete	5			Brick		35		
4, '13	1.66	16	32	*6,325	Concrete	5			Brick		89		
12, '13	0.32	16	30	*2,187	Limestone	4	Limestone	2	Screenings	Bit. mat. A	17		
12, '13	1.68	14	26	*2,988	Limestone	4	Limestone	2	Same	Glu. & H. O.	85		
4, '13	1 99	14	26	*3,769	Concrete	6	Gr. and sand.	½	Same	Bit. mat. A. & H. O.	48		
4, '13	0 97	16	26, 28, 32	*2,886	Approved st	3	Approved st	3	Screenings		100		
19, '12	1 71	16		*5,053	Concrete App. st.	6	App. gravel		Brick Gravel & sc	Bit. mat A. & H. O.	95		
5, '13	0 57	16, 32	26, 32	*7,036	Concrete	5			Brick				
4, '13	0 97	30, 40	30, 40	*8,773	Concrete	5			Brick		97		
2, '13	0 60	30	30	*6,900	Concrete	5			Brick		49		
2, '13	2 77	16, 32	32	*3,260	Concrete	5			Brick				
22, '13	0 51	16, 25	36	*2,373	Concrete	5			Bitulithic		100		
5, '13	0 36			*5,306	Concrete	5			Brick		58		
7, '13	1.10			*8,827	Concrete	5			Brick				
17, '12	1 12	28	30	*4,197	Concrete	5			Brick		99		
2, '13	0.51			*7,863	Concrete	5			Brick				
1, '13	0 44	16	26	2,117	Concrete	5	Asphaltic con	1½	Same		100	8,999 65	20,454
17, '12	0.75	54	57	6,064	Concrete	5		2	Bitulithic		100	46,944 56	82,593
17, '12	5 09	16	26	*4,735	Sub-base App. st.	6	Approved st	3	Same	Bit. mat. A & H. O.	99		
4, '13	0 22	16	32	*2,818	Limestone	3	Limestone	3	Screenings	Bit. mat A.	100		
31, '13	2 19	16, 60	32, 66	*2,972	Dolomite	3	Granite	3	Screenings	Bit. mat. A	26		
1, '13	3 01	16	30	*6,977	Approved st	6	Approved st	3	Screenings	Bit. mat. A	11		
30, '13	3.71	14	26	*6,698	Approved st	3	Approved st	3	Limestone screenings	Bit. mat. H. O.	25		
2, '13	4 51	14, 16 22, 40	22, 23, 26	*7,310	Trap rock	4	Trap rock	3	Limestone screenings	Bit. mat. H. O.	46		
15, '13	1 77	18, 22, 27	25, 28, 30	*3,576	Trap rock	3	Trap rock	3	Limestone sc	Bit. mat H.O.	9		
30, '13	1 65	16, 24, 32	26, 32	*5,242	Concrete	5			Brick Granite blk		2		
25, '13	2 70	14	24, 26	*6,215	Field stone	6	Approved st	3	Screenings	Bit. mat H O.	70		
25, '13	0 51	16	26	*3,471	Trap rock	3	Trap rock	3	Screenings	Bit. mat. A.	94		
26, '13	0 76	16	32	*4,605	Concrete	5			Brick		9		
26, '13	1 24	16	32	*5,031	Dolomite	3	Dolomite	3	Screenings	Bit. mat. A	21		
8, '13	1 73	16, 30	26, 30	*4,075	Stone Concrete	3 5	Limestone	3	Same Brick	Bit. mat.A.	25		

* Yardage based on preliminary estimate. All others taken from Final Estimate. † Contract cancelled. $4,192.07 paid.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898, TO JANUARY 1, 1914 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	Materials. Bottom. Kind of crushed rock.	Bottom. Thickness.	Top. Kind of crushed rock.	Top. Thickness.	Top. Kind of wearing course.	Top. Kind of binder.	Per cent. completed.	Total Cost Completed. Whole	Total Cost Completed. Per mile.
					Feet.	Feet.										
1128	Tyrone Town Line	Schuyler	8, 23, '13	1.04	14	24	*3,533	Approved st.	6	Limestone	3	Limestone sc.	Bit. mat A.	53		
1129	Lewis Co. Line–So. Champion	Jefferson	8, 23, '13	2.45	14	28	*4,980	Approved st.	6	Limestone	3	Screenings	Bit. mat. A.	8		
1130	Alexandria Bay: Church Street	Jefferson	8, 28, '13	0.37	16	23, 28	*4,189	Approved st.	6	Granite	3	Screenings	Bit. mat. A.	100		
1131	Sacketts Harbor	Jefferson	8, 26, '13	2.45	12, 14	24	*2,867	Limestone	3	Limestone	3	Screenings	Bit. mat. A.			
1132	Ellisburg–Belleville	Jefferson	8, 23, '13	2.29	12	26	*3,550	Approved st.	6	Approved st.	3	Screenings	Bit. mat. A.	58		
1133	Theresa–Antwerp, Pt. 1	Jefferson	9, 2, '13	4.72	14	28	*3,750	Approved st.	6	Approved st.	3	Screenings	Bit. mat. A.	9		
1134	Watertown City: Gifford and State Streets	Jefferson	8, 22, '13	1.00	16, 30	30	*8,660	Concrete	5			Brick		9		
1135	Griswold Street–County Line	Niagara	9, 30, '13	1.49	16	32	*2,966	Approved st.	3	Approved st.	3	Screenings	Bit. mat. A.			
1138	Phoenix Village: Volney Street	Oswego	9, 29, '13	0.65	16	30	*2,962	Concrete	5			Brick				
1140	Amsterdam City: West Main Street	Mon'g'm'y.	9, 29, '13	1.87	30, 38 / 41, 44		*6,310	Concrete	5			Brick				
1142	Williamson Sta.–Williamson	Wayne	10, 2, '13	0.73	16	32	*2,658	Concrete	6			Same				

STATE HIGHWAYS.

5000	Saugerties–Kingston, Part 2	Ulster	2, 14, '10	3.23	16	28, 32	2,125	Approved li.	4	Limestone	2	Same	Bit mat	100	$29,926 00	$9,265
5001	Lloyd Town Line–Milton	Ulster	2, 14, '10	1.57	16	26	3,710	Approved st.	4	Trap-rock	2	Same	Bit mat	100	22,572 38	14,377
5002	Congers–Long Clove	Rockland	2, 14, '10	1.61	16	26, 28	3,790	Approved st.	4	Trap-rock	2	Same	Bit mat	100	22,366 92	13,892
5003	Armonk–Byram Lake	Westchest.	2, 16, '10	3.44	16	28, 32	6,477	Gneiss	4	Gneiss	2	Same	Bit mat	100	48,758 08	14,174
5004	Blue Stores–Livingston	Columbia	2, 19, '10	2.59	16	28, 32	4,000	Quartzite	4	Quartzite	2	Same	Bit mat	100	33,120 05	12,788
5005	Black River–Watertown	Jefferson	2, 18, '10	4.84	16	28	4,694	Approved st.	4	Limestone	2	Same	Bit mat	100	61,128 81	12,630
5006	Croton Falls–Brewster	Putnam	2, 16, '10	1.80	16	28	7,529	Approved st.	4	Approved st.	2	Same	Bit mat	100	30,536 82	16,965
5007	Newburgh–Cedar Hill Cemet'y.	Orange	2, 18, '10	3.28	16	28, 32	6,446	Approved st.	4	Trap-rock	2	Trap-rock	Bit mat	100	45,000 00	13,719
5008	Jericho Turnpike	Suffolk	4, 7, '10	3.55	16	32	6,269	Concrete	4	Gravel	2	Gravel	Bit mat	100	53,551 56	15,085
5009	Pawling Village	Dutchess	2, 18, '10	1.67	16	26	3,216	Approved st.	4	Trap-rock	2½	Same	Bit mat	100	24,716 27	14,800
5010	Slingerlands–New Scotland	Albany	2, 18, '10	1.98	16		5,362	Limestone	4	Limestone	3	Limestone	Bit mat	100	30,016 80	15,160
5011	Ausable Forks–Jay	Essex	2, 16, '10	3.45	16	28, 32	9,399	Approved st.	4	Approved st.	3	Same	Bit mat	100	59,584 88	17,271
5012	Fleming–Auburn	Cayuga	2, 18, '10	2.75	16	32	2,977	Limestone	4	Trap-rock	2	Trap-rock	Bit mat	100	39,213 18	14,259

2, 12, '10	3 82	16, 32½	26, 35	5,735	Approved st.	4	Trap-rock...	2	Same.....	Bit. mat.....	100	60,620 15	16,748
2, 15, '10	3.20	16	28, 32	4,173	Limestone...	5&4	Syenite.....	2	Same.....	Bit. mat.....	100	47,245 85	14,764
4, 8, '10	1.19	16, 24	16, 32	2,815	Concrete.. / Limestone.	5 / 4	Limestone..	2	Brick ..... / Same.....	..... / Bit. mat.	100	27,812 57	23,372
2, 15, '10	3.09	16	32	4,104	Limestone...	4	Syenite	2	Same	Bit. mat.. ..	100	41,544 99	13.445
2, 13, '10	2 98	16	28, 32	4,415	Limestone .	4	Limestone...	2	Same.....	Bit. mat.....	100	43,781 53	14,692
2, 13, '10	2.00	16	30, 32	4,200	Approved st.	5	Limestone...	2	Same	Bit. mat....	100	26,515 82	13,256
2, 13, '10	1.89	16	28, 32	2,753	Concrete ...	5	.....	....	Brick.....	.....	100	38,408 29	20,354
2, 13, '10	3 46	16	32	3,446	Limestone ..	4	Limestone...	2	Same.....	Bit. mat ..	100	42,264 76	12 215
2, 13, '10	3 99	16	28, 40	3,460	Limestone...	4	Limestone...	3& 2	Same.....	Bit. mat....	100	48,174 26	12,074
2, 15, '10	3 00	16	26	6,033	Sub-base....	2& 3	Trap-rock...	2	Same	Bit. mat	100	44,813 99	14,938
2, 13, '10	2 82	16	28	3,877	Approved st	4	Limestone...	2	Same	Bit. mat.....	100	39,992 25	14,132
2, 13, '10	2.66	16	28, 32	5,503	Limestone	4	Limestone..	2	Same ..	Bit. mat	100	37,020 94	13,913
2, 13, '10	2.46	16	24, 32	3,057	Approved st.	4	Sandstone...	2	Same.....	Bit mat	100	25,765 81	10,474
2, 13, '10	3 56	16	28, 32	2,660	Approved st.	4	Limestone ..	2	Same.....	Bit. mat	100	46,944 87	13,140
2, 15, '10	1 94	16	32	7,516	Limestone...	4	Trap-rock...	2	Same.....	Bit mat.....	100	31,876 07	16,433
2, 14, '10	3.73	16, 32	24, 38	10,295	Various ..	4	Various ..	Var	Various....	Bit mat .	100	134,672 04	36,105
2, 14, '10	2.70	16	32	10,136	Approved st	4	Trap	3	Same.....	Bit. mat....	100	49,368 71	18,282
2, 15, '10	2 09	16	32	3,802	Limestone..	4	Limestone..	2	Same.....	Bit. mat...	100	23,504 53	11,246
2, 15, '10	3 00	16	32	4,357	Approved st.	4	Syenite.	2	Same.....	Bit. mat	100	33,632 07	11,227
2, 15, '10	5 00	16	32	5,233	Approved st.	4	Sye or gran..	3	Same.....	Bit. mat...	100	54,401 24	10,393
2, 14, '10	2 96	16	30	3,306	Scr gravel...	4	Scr gravel...	2	Same... ...	Oil & Bit mat	100	34,375 85	11,614
2, 13, '10	1 41	16	32	2,547	Approved st.	4	Li or sye ..	2	Same.....	Bit. mat....	100	18,627 31	13,211
2, 13, '10	2.48	16	28	7,336	Approved st.	4	Sandy grit...	2½	Same.....	Bit. mat.	100	34,456 1	13,974
4, 8, '10	2 61	16	32	8,175	Approved li.	4	Approved li..	3	Same.....	Bit. mat.....	100	37,574 92	14,396
4, 8, '10	3.51	14	26	3,162	Approved st.	4	Limestone .	2	Same.. .. .	Bit. mat.....	100	42,507 19	12,110
4, 8, '10	3.00	16	28	9,889	Approved st.	4	Syenite.....	2	Same.....	Bit. mat.....	100	52,948 02	17,649
4, 3, '10	4 01	16	26, 32	8,767	Approved st.	4	Limestone...	3	Same.....	Bit mat .	100	73,319 64	18,284
4, 6, '10	1 87	16, 32	26, 32	5,161	Approved st.	4	Trap.....	2	Same.....	Bit mat...	100	53,920 94	34,944
4, 4, '10	2.40	16	32	5,543	Limestone...	4	Limestone...	2	Same.....	Bit mat . .	100	36,874 95	15,385
4, 6, '10	3.33	16	32	*12,163	Approved li.	4	Limestone...	3	Same	Bit mat ..	96	.....	.....
4, 3, '10	2 89	16	26	3,367	Approved st	4	Trap-rock..	2	Limestone... / Same	Same .. / Bit mat..	100	34,339 72	13,258
4, 4, '10	3.50	16	26, 32	3,670	Approved st	4	Approved st	2	Same.....	Bit. mat ...	100	39,213 41	11,204
4, 4, '10	3 04	16	28	6,343	Approved st.	4	Trap-rock ..	3	Same.....	Bit. mat....	100	58,656 72	19,295
4, 4, '10	5 78	16	28, 32	8,693	Approved st.	4	Limestone .	2	Same.....	Bit. mat ...	100	62,046 28	10,735
4, 4, '10	1 04	16	28	3,840	Approved st.	4	Trap-rock...	3	Same.....	Bit mat....	100	23,980 50	14,622
4, 4, '10	2.51	16	28, 32	4,131	Approved st	4	Trap-rock..	2	Same.....	Bit. mat....	100	37,567 27	14,967
4, 6, '10	2.58	16	28	3,8.8	Approved st.	4	Trap-rock...	2	Same.....	Bit. mat....	100	30,437 49	11,797
4, 5, '10	2.14	16	28	6,71.8	Approved st	4	Limestone .	2	Same.....	Bit. mat....	100	32,223 30	15,068
4, 5, '10	1.96	16	28, 32	6,630	Trap-rock ...	4	Trap-rock...	2	Same.....	Bit. mat...	100	31,339 93	15,990
4, 6, '10	0.65	16, 32	16, 26	5,185	Concrete...	5	....	...	Brick	.....	100	23,233 12	35,761
4, 5, '10	2.84	16	26, 32	3,970	Limestone...	4	Limestone...	3	Same.. ...	Bit. mat....	100	36,153 03	14,235

* Average based on PRELIMINARY ESTIMATE. All others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898, TO JANUARY 1, 1914 — (*Continued*).

STATE HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.					Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.					
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.	Whole.	Per mile.
					Feet	Feet.									
5054	Eighteen Mile Creek.....	Erie ...	4, 4, '10	2 00	16	28, 32	6,625	Limestone..	4	Limestone .	2	Same.....	Bit mat..	100	$34,749 33	$17,375
5055	Riverside Wevertown	Warren. ..	4, 8, '10	1.63	16	28, 30	14,801	Gneiss	4	Gneiss.....	2	Same.....	Bit. mat. .	100	30,766 60	18,875
5056	Keeseville Ausable Chasm.....	Clinton.	5, 27, '10	2.26	16	28, 32	3,003	Approved st	. .	Approved st	2	Same.....	Bit mat..	100	30,720 78	13,593
5057	Norwich Village	Chenango	5, 27, '10	0 81	16, 32	26, 34	2,637	Limestone .	4	Trap-rock...	2	Trap-rock..	Bit. mat	100	12,538 64	24,566
								Scr gravel..	4	Scr gravel ..	2	Same.....	Bit mat			
5058	Homer Village	Cortland	5, 27, '10	2 01	16, 21 26, 32	26, 34	4,633	Limestone. .	4	Trap-rock	2	Same.....	Bit. mat	100	■,900 15	30,296
								Concrete ...	5	. ....	..	Brick.....	.. ...			
5059	Whitesboro Village	Oneida	5, 27, '10	1 60	24, 28	35, 39	9,531	Concrete ..	5	Bitulithic....	2	Same... ..	Same....	100	71,503 49	44,690
5060	Herkimer Village: E. Albany St.	Herkimer.	5, 27, '10	0 77	19, 27	32	9,512	Concrete ...	5	.. .. ..	..	Brick.....	.. ...	100	22,633 79	29,394
								Approved st.	4	Syenite.....	2	Same.....	Bit. mat			
5061	Williamsville Village	Erie....	8, 1, '10	1.08	26	16, 26	3,452	Concrete	5	... . . .	..	Brick.....	....	100	29 015 29	33,347
5062	rt 1	Saratoga .	5, 27, '10	2 74	16, 59	30 to 65	3,352	Approved st	4	Approved st.	2	Same	Bit. mat..	100	52,404 71	19,126
5063	t 1	Niagara ..	5, 27, '10	2 50	16	39, 43	4,614	Concrete ...	5	... .	....	Brick..	.....	100	58,883 89	23,553
5064	New- ..	Herkimer.	5 27, '10	1 57	16	16, 32	3,751	Approved st	4	Dolomite....	2	Same... ...	Bit. mat .	100	18,795 01	11,971
5065	... ...	Fulton. ..	5, 27, '10	2 43	16	28, 32	8,275	Approved st.	4	Syenite.....	3	Same.. ..	Bit. mat...	100	42,427 11	17,464
5066	Olean–Hinsdale, Part 1.....	Cattar'gus.	5, 27, '10	2 94	16	28, 32	3,263	Approved st	4	Limestone. .	2	Same	Bit mat	100	33,345 84	11,342
5067	Falconer Village	Chaut'qua.	5, 27, '10	1.06	36, 42, 45	36, 45	4,910	Concrete...	5	....	...	Brick.....	Bit. mat..	100	47,524 60	44,835
5068	Lake George Village	Warren .	5, 27, '10	1 48	16, 45	28, 48	4,078	Approved st	4	Approved st.	2	Same... .	Bit. mat..	100	29,042 40	19,633
5069	Poland Vil–Cold Brook Vil ..	Herkimer.	8, 1, '10	2 04	16	28	3,046	Dolomite....	4	c omite ..	2	Same.....	Bit. mat.	100	20,544 22	10,071
5070	Clyde–Savannah, Part 1. ...	Wayne	8, 1, '10	6.62	.. ....	.....	20,161	....	...	.....	...	.....	.....	100	31,473 7.	32,635
5071	Lackawanna City–So. Lacka'na.	Erie ..	6, 13, '12	2 61	16, 28	42	*40,306	Concrete	5	... . .	..	Brick.....	. ...	99	... ...	.. ...
5072	Livingston–Hudson Parts	Columbia.	3, 22, '11	8 70	16	28, 32	5,753	Li & quartz or sandy grit.	3	Li & quartz or sandy grit..	2	Same.....	Bit. mat. ..	100	113,730 16	13,072
5073	1 & 2															
5074	Schodack Center–Valatie, Pt. 4.	Columbia..	3, 31, '11	4 33	16	22	3,533	Sandy grit...	3	Sandy grit...	3	Same..	Bit. mat. ..	100	51,905 06	11,967
5075	Cortland City Clinton Avenue	Cortland	3, 31, '11	0 53	16	28, 32	4,196	Limestone .	3	Limestone...	3	Same.....	Bit. mat	100	8,124 66	15,329
5076	Malone–Moira Part 3.....	Franklin...	3, 22, '11	5 23	16	32, 50	3,530	Approved st	3	Gneiss.....	3	Same.....	Bit. mat. .	100	64,048 37	12,270
5077	Martinsburg–Turin	Lewis .	3, 31, '11	3 08	16	32	6,020	Approved st.	3	Limestone ..	3	Same.....	Bit. mat...	100	38,077 60	12,362
5078	Wampsville–Oneida Castle. . .	Madison..	3, 23, '11	2 66	16	32	5,264	Limestone...	3	Li. sy. or trap	2½	Same.....	Bit. mat...	100	39,337 57	15,396
5079	Clayville Village	Oneida ...	3, 29, '11	1.44	16	22	3,789	Approved st	3	Syenite.....	3	Same.....	Bit. mat...	100	22,235 66	15,476

...	Onondaga	3,	23,	'11	3.02		16	26, 32	3,040	Limestone.	3	Limestone ..	3	Same.....	Bit. mat. .	100	35,280	89	12,012
...	Ontario...	2,	25,	'11	5.26		16	32	4,801	Limestone ..	3	Limestone...	3	Same.....	Bit. mat...	100	75,282	93	14,802
...	Orwego ..	3,	22,	'11	2.92		16	26, 32	5,764	Approved st.	3	Syenite....	3	Same.....	Bit. mat. .	100	45,732	25	15,662
1	Oswego...	3,	23,	'11	2.61		16	32	4,291	Approved st.	3	Syenite	3	Same.....	Bit. mat ..	100	36,992	41	14,178
.3.	Rensselaer	3,	25,	'11	2.90		16	32	7,699	Quartzite....	3	Quartzite ...	3	Same	Bit. mat. .	100	39,403	82	13,587
2..	Saratoga.	12,	6,	'11	4 52		16	32	*4,700	Approved st.	3	Approved st.	3	Same... ...	Bit. mat .	100	50,212	15	11,109
..	Schoharie.	3,	27,	'11	5 02		16	28, 32	8,745	Limestone .	3	Limestone...	3	Same.....	Bit. mat...	100	74,293	02	14,000
..	Seneca ...	5,	23,	'11	5 91		16	32	*3,804	Sub-base.. .	7	Limestone...	3	Same	Bit. mat ..	44	.....		.....
2..	Warren. ..	3,	25,	'11	1.53		16	28	11,900	Gneiss .	3	Gneiss.....	3	Same.....	Bit. mat. .	100	25,702	69	16,799
.	Wayne ..	4,	18,	'11	4.86		16	26, 32	4,132	Approved st	3	Sy or trap..	3	Same... ...	Bit. mat ..	100	72,325	66	15,896
t. 2.	Genesee...	3,	25,	'11	4 47		16	32	4,875	Limestone ..	3&4	Limestone..	3	Same.....	Bit. mat .	100	53,838	06	12,044
...	Oneida ...	4,	20,	'12	1.06	18, 38	38, 39	4,113	Concrete....	..	Bitulithic..	..	Same.....	.....	100	43,243	51	40,796
..	Dutchess..	4,	23,	'11	4 15		16	25, 35	5,601	Approved st	3& 4	Approved st.	3	Same	Bit. mat. .	100	51,792	70	12,480
..	Steuben	4,	29,	'11	2.50		16	32	2,640	Sub-base ...	6	Limestone.	3	Same.....	Bit. mat. .	100	24,839	79	9,936
	Dutchess	4,	25,	'11	1.33		16	25, 30	1,750	Approved st.	3	Approved st.	3	Same....	Bit. mat.	100	12,644	75	9,507
.	Montg'y Fulton	5,	2,	'11	3.07		16	26, 28, 32	6,114	Syenite	3	Syenite.....	3	Same.....	Bit. mat...	100	46,812	18	15,343
..	Monroe .	4,	20,	'11	1.06		16	32	3,561	Approved st	3	Limestone .	3	Same.....	Bit. mat...	100	10,007	26	9,441
..	Putnam ..	4,	25,	'11	1 24	16, 40	28, 40	5,375	Approved st.	3	Approved st.	3	Same.....	Bit. mat...	100	18,483	32	16,213
...	Cattar'gus.	5,	26,	'11	0.36	32	32	21,247	Concrete....	5	....	...	Brick... ...	....	100	14,625	02	40,626
..	Seneca .	4,	29,	'11	3 41	Various.	Various.	5,387	Various	Var	Various . .	Var.	Various ...	Bit. mat .	100	101,888	19	29,879
.	Cayuga. .	5,	1,	'11	2 03	16, 26	26, 32, 36	1,773	Limestone...	3	Limestone .	3& 4	Same.....	Bit. mat...	100	25,732	56	13,169
.1.	Clinton....	4,	29,	'11	6.52	16	28	3,653	Li. or san ...	3	Li or san ..	3	Same.....	Bit. mat...	100	67,593	43	10,367
	Columbia..	4,	26,	'11	5 20	16	28, 32	*5,555	Sandy grit.	3	Sandy grit. .	3	Same.....	Bit. mat..	72	.....		.....
...	Columbia.	4,	26,	'11	5 85	16	26, 28, 32		San., qu. or H. R. grit..	3	San., qu. or H. R grit .	3	Same.....	Bit. mat .				
.	Herkimer.	5,	3,	'11	1.45	14, 16	26, 30, 34	4,345	Syenite.. ...	3	Syenite... .	3	Same	Bit. mat..	100	.....		.....
Part																				
..	Nassau...	4,	27,	'11	2.46		16	28, 30, 32	2,111	Trap-rock...	3	Trap-rock..	3	Same	Bit. mat. .	100	29,511	25	11,99.
...	Rensselaer.	4,	28,	'11	0.40		16	25, 26	18,250	Concrete ..	5	.....	...	Brick ..	Bit. mat...	100	8,660	09	21,65.
										Trap or li. ..	3	Trap-rock .	3	Same					
.	Rensselaer.	5,	1,	'11	0 40		14	26	7,415	Sandy grit...	3	Sandy grit...	3	Same... ...	Bit. mat...	100	6,345	14	15,613
...	Mon'g'm'y.	4,	25,	'11	4 70		16	28, 30, 32	3,901	Dol. or li .	3	Dol. or li . .	3	Same... . .	Bit. mat...	100	55,602	23	11,608
...	Schen't'y.	4,	29,	'11	5 31		16	26, 28, 32	4,726	Gravel.....	3	Gravel ...	3	Same	Bit. mat ..	100	57,488	69	10,826
..	Suffolk...	5,	2,	'11	5.02		16	32	4,674	Concrete .	5	Sand.	4	Same.. . .	Oil. . ..	100	99,045	36	9,895
..	Suffolk .	5,	3,	'11	4 99		10	28, 32		Concrete ..	5	Sand.... .	4	Same..	Oil. . .				
										Approved st	3	Trap	3	Screenings. .	Bit.mat.&				
..	Wash'gton.	5,	3,	'11	3 68		16	26, 28, 32	2,451	Quartzite .	3	Li. & quart .	3	Same... ..	Bit. mat...	100	35,887	56	9,752
..	Ulster... .	4,	29,	'11	3.32		16	26	5,702	Approved st.	3	Sandy grit...	3	Same... ..	Bit. mat...	100	50,614	37	13,250
&	St. Law'ce	5,	3,	'11	10 19		16	32, 60	3,607	Sub-base .	6	Approved st	3	Same... ...	Bit. mat. .	100	109,859	32	10,781
										Approved st..	3								
..	Essex ..	4,	28,	'11	6 00	16	22, 24, 26 26, 28	13,335	Gravel.. ...	3	Gravel.....	3	Same..... .	Bit. mat...	100	110,435	31	18,406
..	Orleans. ..	5,	1,	'11	2 24	16	32	4,828	Approved st	3	San. or gravel	3	Same..... .	Bit. mat. .	100	24,376	98	10,883
...	Jefferson...	5,	5,	'11	3 24	16	26	3,896	Limestone...	3	Limestone .	3	Same	Bit. mat. .	100	32,759	20	10,111

*Yardage based on Preliminary Estimate, all others taken from Final Estimate. † Grading contract only. ‡ Awarded as one contract.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898, TO JANUARY 1, 1914 — (*Continued*).

STATE HIGHWAYS.

	Cubic yards excavation per mile.	Materials. Bottom. Kind of crushed rock.	Bottom. Thickness.	Top. Kind of crushed rock.	Top. Thickness.	Top. Kind of wearing course.	Top. Kind of binder.	Per cent. completed.	Total Cost Completed. Whole.	Total Cost Completed. Per mile.
26	2,541	Limestone..	3	Limestone. .	3	Same.....	Bit. mat.....	100	$39,073 59	$11,806
26	3,606	Approved st	5	Limestone ..	3	Same	Bit. mat ...	100	75,542 66	10,961
26	2,694	Approved st..	3	Li. or trap. .	2½	Same.....	Bit. mat....	100	39,496 71	12,191
32	3,275	Dolomite....	3	Dolomite....	3	Same.....	Bit. mat....	100	46,884 86	11,548
22	*5,448	Dolomite ...	3	Dolomite ...	3	Same.....	Bit. mat.....	5 2	.....	.....
28		Granite .. .	3	Granite .. .	2					
28	5,537	Limestone .	3	Limestone ..	3	Same.....	Bit. mat.....	100	31,125 53	13,906
26	1,803	Approved st.	3	Limestone...	3	Same.....	Bit. mat. ...	100	29,504 34	8,507
59	3,754	Sub-base...	7	Limestone...	3	Same.....	Bit. mat	100	39,437 68	14,715
22	2,022	Sub-base	6	Limestone ..	3	Same.....	Bit. mat .. .	100	52,011 34	11,558
28	2,187	Approved st	3	Limestone...	3	Same	Bit. mat. .	100	10,891 44	9,359
	6,973	Approved st.	3	Approved st	3	Screenings...	Bit. mat. &	100	46,960 09	39,060
38	4,534	Concrete..	5	. ...	.	Brick	... . ..	100	67,279 11	52,975
24	8,334	Approved st.	3	Approved st.	3	Same.....	Bit. mat.....	100	81,309 12	14,857
50	5,025	Limestone...	3	Limestone .	3	Same.....	Bit. mat.....	100	53,771 66	14,978
28	4,119	Approved st.	3	Approved st.	3	Same.	Bit. mat. ..	100	65,480 48	12,544
32	3,975	Approved st.	3	Limestone...	3	Same.....	Bit. mat.....	100	29,030 78	10,045
32	*5,151	Limestone .	3	Limestone .	3	Same	Bit. mat. .	96	. .	.....
28	5,030	Approved st.	3	Limestone...	3	Same.....	Bit. mat	100	17,682 66	13,002
38	4,969	Gravel	3& 4	Gravel	3	Same	Bit. mat. ...	100	86,380 78	10,398
22	4,437	Sub-base...	6	Approved st	3	Same.	Bit. mat.....	100	60,102 78	11,471
		Approved st.	3							
26	3,732	Limestone...	3	Limestone...	3	Same.	Bit. mat.. ..	100	27,382 79	12,736
24	4,227	Approved st	3	Limestone ..	3	Same... ...	Bit. mat.....	100	46,105 16	11,127
22										
26	3,510	Limestone ..	3	Limestone ..	3	Same	Bit. mat . .	100	65,819 65	13,085
28	9,701	Approved st	3	Sandy grit..	3	Same.....	Bit. mat....	100	45,575 07	13,700
32	3,546	Approved st.	3	Limestone ..	3	Same..	Bit. mat ...	100	43,830 14	9,360

Westchest	6, 15, '11	3 34		16	25	*10,084	Approved st.	3	Approved st	3	Same	Bit. mat	96						
Westchest. Putnam	6, 17, '11	3 62		16	25	8,364	Approved st.	3	Approved st	3	Same	Bit. mat	100	99,789	19	19,317			
Broome	6, 14, '11	3.66		16	21, 25	5,299	Sub-base	6	Approved st.	2	Trap sc	Bit. mat	100	50,713	12	13,781			
Putnam	12, 1, '11	4 17		16	25	5,306	Sub-base	6	Approved st.	3	Same	Bit. mat	100	49,308	69	11,825			
Dutchess	6, 13, '11	3 66		16	25	8,345	Approved st.	3	Approved st.	3	Same	Bit. mat	100	49,978	56	13,655			
Chaut'qua	12, 5, '11	5 20		16	25	1,821	Gravel	6	Limestone	3	Same	Bit. mat	100	65,320	15	12,562			
Jefferson	6, 14, '11	0 29		16	24	16,931	Sub-base	6	Approved st	3	Same	Bit. mat	100	8,392	92	28,941			
Otsego	6, 15, '11	4 61		16, 24	26, 32	3,119	Sub-base Approved st	6 3	Limestone	3	Same	Bit. mat	100	54,325	79	11,787			
Dutchess	6, 13, '11	4 31		16	25	4,417	Approved st	3	Approved st.	3	Same	Bit. mat	100	54,632	92	11,358			
Albany	6, 17, '11	5 37		16	32, 35	*6,744	Approved st.	3	Approved st.	3	Same	Bit. mat	100						
Putnam	12, 11, '11	4 36		16	25	9,381	Sub-base	6	Approved st	3	Same	Bit. mat	100	65,874	90	15,566			
Warren	6, 29, '11	6.54		14, 16	23, 26, 32	5,988	Concrete Approved st	5 3	Approved st.	3	Brick Same	Bit. mat	100	96,245	54	14,561			
Warren	12, 6, '11	6 50		16	22, 24, 26	5,531	Sub-base	6	Approved st	3	Same	Bit. mat	100	79,629	06	12,235			
Herkimer	6, 22, '11	0.14		16, 17½	17½, 26	30,621	Concrete Approved st.	5 3	Approved st	3	Wood block Same	Bit. mat	100	6,214	47	44,389			
Schuyler	12, 5, '11	1.56		16, 30 40, 48	24, 26, 30 32, 42, 48	9,981	Concrete Approved st	5 3	Limestone	3	Brick Same	Bit. mat	100	39,985	04	19,232			
Herkimer	4, 24, '12	1.81		24, 31, 41	22, 50	*6,762	Concrete	5	Bitulithic	2	Same		92						
											Brick								
Chemung	12, 5, '11	1.91		16 Var.	24, 32 Var.	3,205	Concrete Approved st	5 3	Limestone	3	Brick Same	Bit. mat	100	25,300	17	13,349			
Rensselaer	4, 26, '12	0.41		16	28, 32	9,702	Sub-base	6	Approved st	3	Same	Bit. mat. A.	100	7,936	59	19,258			
Niagara	12, 5, '11	3 45		16	32, 35	*3,257	Concrete Limestone	5 3	Limestone	3	Brick Same	Bit. mat	100						
Rockland	12, 1, '11	2 16		16	25, 24	11,250	Approved st.	3	Trap-rock	3	Same	Bit. mat	100	66,785	50	30,922			
Greene	4, 24, '12	3 37		16	24, 26	7,048	Sub-base	6	Approved st.	3	Same	Bit. mat. A	100	55,442	19	14,328			
Delaware	12, 6, '11	3 64	14, 16	19, 24, 26		9,219	Sub-base	6	Approved st.	3	Trap sc	Oil	100	118,606	11	13,738			
Tioga	12, 6, '11	5 24		16	24, 26, 28	4,504			Gravel	7	Trap sc	Oil	100	44,418	19	6,318			
Ulster	12 5, '11	3 57		16	26	*5,490	Approved st.	3	Approved st	3	Same	Bit. mat	93						
Herkimer	4, 24, '12	1.35	20, 40	20, 49		*4,452	Concrete	5	Bitulithic	2	Same		88						
Orwego	12, 8, '11	1.95		16	26	4,538	Approved st.	4	Approved st.	3	Same	Bit. mat	100	27,941	95	14,329			
Erie	5, 3, '12	3 92		16	32, 38	4,169	Concrete	5			Brick		100	84,646	67	23,647			
Ulster	12, 21, '11	4 82		16	26	*5,954	Sub-base	6	Approved st	3	Same	Oil	89						
Alleg'y Catt'gus	12, 5, '11	4 86	18, 24 26, 59	27, 28, 32 40, 60		*5,730	Concrete Sub-base	5 6	Limestone	3	Brick Same	Oil	98						
Jefferson	5, 7, '12	0.41		17	32	24,432	Sub-base	6	Approved st.	3	Same	Bit. mat. A	100	7,906	37	19,234			
Oran Ulster	5, 9, '12	2.18		16	36	11,205	Sub-base	6	Approved st.	3	Same	Bit. mat. A. & A. A.	100	41,546	96	19,053			
Ulster Delaw'e	12, 21, '11	3.64		16	26, 28	*6,538	Approved st	3	Approved st	3	Same	Oil	93						
Rockland	12, 6, '11	2 20		16	26	8,321	Approved st	3	Approved st.	3	Same	Bit. mat	100	29,335	11	13,334			
Essex	12, 4, '11	6.77		16	21, 22, 26	*5,672	Sub-base	6	Approved st	3	Same	Bit. mat	85						
Essex	12, 4, '11	5 39		16	22, 24, 26	*8,600	Sub-base	6	Approved st.	3	Same	Bit. mat.	92						

* Yardage based on Preliminary Estimate, all others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898, TO JANUARY 1, 1914 — (*Continued*).

STATE HIGHWAYS

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS. BOTTOM. Kind of crushed rock.	Thickness.	MATERIALS. TOP. Kind of crushed rock	Thickness.	Kind of wearing course.	Kind of binder.	Per cent. completed.	TOTAL COST COMPLETED. Whole.	Per mile.
					Feet.	Feet.										
5181	North Hud.-Euba Mills, Pt. 1.	Essex	12, 4, '11	3 95	16	28	7,940	Sub-base	4	Approved st	3	Same	Bit mat	100	$50,451 58	$12,773
5182	North Hud.-Euba Mills, Pt. 2.	Essex	12, 4, '11	5 33	16	22, 26	9,657	Sub-base	6	Approved st	3	Same	Bit. mat	100	86,856 77	16,292
5183	New Russia-Elizabethtown	Essex	12, 8, '11	3 70	16	26, 32	2,736	Sub-base	6	Approved st	3	Same	Bit. mat.	100	40,860 22	11,043
5184	[illegible]	Essex	12, 8, '11	2 54	16	28	3,000	Sub-base	6	Approved st	3	Same	Bit. mat	100	26,850 79	10,571
5185	[illegible]	Warren	12, 4, '11	6 07	16	26, 28	6,177	Sub-base	6	Approved st	3	Same	Bit mat	100	85,512 42	14,083
5186	[illegible]	Essex	12, 4, '11	6 33	16	26	*7,572	Sub-base	6	Approved st	3	Same	Bit. mat	100		
5187	Aiden Lair-Newcomb, Pt. 1	Essex	12, 4, '11	5 69	16	26	*8,647	Sub-base	6	Approved st	3	Same	Bit. mat	100		
5188	[illegible] 1.	Essex	12, 4, '11	4 63	16	26	*5,907	Sub-base	6	Approved st	3	Same	Bit mat	100		
5189	[illegible] 2.	Hamilton	12, 4, '11	8 43	16	28	*8,311	Sub-base	6	Approved st	3	Same	Brt. mat.	54		
5190	[illegible]	Tompkins	12, 12, '11	1 06	16	28	4,402	Sub-base	6	Limestone	3	Same	Bit. mat	100	17,791 15	16,784
5191	[illegible] 1.	Clinton	12, 8, '11	6 89	16	26, 32	*4,231	Approved st	3	Approved st	3	Same	Bit. mat	97		
5192	[illegible]	Ulster	13, 6, '11	0 24	14	15, 24	39,139	Approved st	3	Approved st	3	Same	Bit. mat	100	12,029 39	50,122
5193	[illegible] 5.	Erie	4, 24, '12	2 84	16	38	3,671	Concrete	5			Brick		100	70,046 58	24,664
5194	Mayfield Village	Fulton	6, 12, '12	1 11	16	26	2,511	Approved st	6	Approved st.	3	Same	Bit. mat. A. & A. A.	100	13,428 77	12,098
5195	Vrooman-Howes Cave	Schoharie	5, 8, '12	5 05	16	26	*4,871	Approved st	6	Approved st		Same	Brt. mat.H.O.	90		
		Rensselaer	6, 11, 12	0 67	16	26	3,172	Concrete	5		½	Trap sc	Bit. mat.H.O.	100	8,127 05	12,130
		Clinton	9, 23, '12	1 79	16	28, 32	*3,302	Approved st	6	Approved st	3	Same	Bit. mat. A	76		
	1	Greene	6, 13, '12	4 62	16	28	*4,442	Approved st	6	Approved st	3	Same	Glut & H. O	100		
		Clinton	9, 18, '12	8 25	16	22, 28, 30	3,874	Approved st	6	Approved st.	3	Same	Bit. mat.H.O	100		
		Broome. Ch'en'go	5, 7, '12	5 61	16 22, 42	24, 30 / 36, 44	*5,089	Hamam-con	3½,5			Screenings	Bit. mat. tar	100		
		Chau'qua.	4, 24, '12	1 48	15, 25, 30	30, 32	*8,026	Concrete	5			Brick		100		
		Otsego	4, 25, '12	1 93	16, 37	26, 40	4,767	Approved st	3	Approved st.	3	Same	Berm's asp't bit. mat. A.	100	43,4[illegible]2 77	22,530
		Putnam	4, 24, '12	9 80	16	28	7,480	Approved st	3	Approved st.	3	Same	Bit. mat. A. & A. A.	100		
		Steuben	5, 9, '12	6.37	16	26, 28	2,650	Approved st.	6	Limestone	1	Sand	Bit. mat.H.O	100	61,551 96	9,663

5205	Stillwater–Schuylerville, Pt. 1	Saratoga	4, 26, 12	5.38	14, 16	26	3.959	Approved st.	6	Approved st.	3	Same	Nat. asphalt bit. mat. H.O	100		
5206	Trumansburg Village	Tompkins	4, 25, '12	1.54	16, 24	30, 38	*3,961	Concrete	5			Brick		100		
5207	Elmira–Lowman	Chemung	6, 21, '12	5.47	16	26	*6,234	Sub-base Concrete	5 5	Limestone 		3 		Same Brick	Bit. mat. H. O	57		
5208	Horseheads–Montour Falls	Chemung Schuyler	6, 13, '12	12.39	16	26	*4,447	Approved st.	6	Limestone	3	Same	Bit. mat. H. O	60		
5209	Utica–Frankfort	Herkimer	4, 26, '12	3.06	16	23	5,323	Concrete	5		2	Cal. asphalt		100	63,337 77	20,697
5210	Middletown–Bloomingburg	Orange	5, 9, '12	6.78	16	28	*4,056	Approved st.	3	Approved st.	3	Same	Bit. mat. A. & A. A.	94		
5211	Painted Post–Campbell	Steuben	5, 1, '12	8.04	14, 16	24, 28,	*6,841	Concrete Approved st.	5 6	 Approved st.	 1	Brick Same	 Glut. & H. O	93		
5212	Hornell–Canisteo	Steuben	4, 27, '12	3.94	16	24.5, 26, 35	5,188	Approved st.	6	Approved st.	1	Screenings	Glut. & H. O.	100	40,389 32	10,251
5213	Ithaca–Danby, Part 3	Tompkins	4, 26, '12	4.43	16	26	4,041	Approved st.	3	Approved st.	3	Screenings	Bit. mat. H.O.	100	59,296 77	13,385
5214	Ithaca–Newfield	Tompkins	4, 24, '12	5.09	16	26	*7,014	Approved st.	6	Approved st.	3	Same	Bit. mat. A.	100		
5215	Owego–Binghamton	Tioga Broome	6, 13, '12	10.72	16	26	*6,325	Approved gr.	6	Approved li.	3	Same	Bit. mat. H. O	74		
5216	Bainbridge–Unadilla, Part 2	Chenango	4, 24, '12	1.07	16	30	6,449	Sub-base	6	Limestone	3	Same	Glut. & H. O.	100	16,809 85	15,710
5217	Jamestown–Bemus Point	Chau'qua	9, 17, '12	7.96	16	16, 32	*3,141	Concrete	6		½	Sand	Bit. mat. T. & H. O.	18		
5218	Lowman–Waverly, Part 2	Chemung	6, 17, '12	4.27	16	24.5, 26	*7,496	Approved st.	6	Limestone	3	Same	Bit. mat. H.O.	100		
5219	Ilion–Frankfort	Herkimer	4, 23, '12	2.47	24, 39	32, 39	*5,360	Concrete	5	Bitulithic	2	Same	Bit. mat. H.O.	100		
5220	Niagara Falls–Buffalo, Part 3	Niagara	5, 3, '12	4.87	16	32, 38	*3,501	Concrete	5			Brick		100	135,185 55	27,750
5221	Union Square–Pulaski, Part 2	Oswego	4, 23, '12	4.69	16	28	3,339	Local stone	4	Local stone	3	Same	Bit. mat. A.	100	69,064 63	14,726
5222	Cropseyville–Grafton	Rensselaer	5, 3, '12	5.93	16	26	4,900	Approved st.	6	Approved st.	3	Same	Bit. mat. H.O.	100	73,751 60	12,437
5223	Liberty–County Line, Part 1	Sullivan	5, 1, '12	8.34	16	26	*6,792	Hassam–con.	6			Hassam bl'k		93		
5224	Campbell–Bath	Steuben	5, 1, '12	9.43	16	26, 28, 32	4,653	Gravel st.	6	Approved st.	1	Sand	Bit. mat. H.O.	100	99,930 08	10,597
5225	Varna Crossing	Tompkins	4, 30, '12	0.53	16	26	*37,256	Approved st.	6	Approved st.	3	Same	Bit. mat. H.O.	100		
5226	White Plains–Rye Lake	Westchest	4, 25, '12	7.01	16	30	*5,635	Approved st.	3	Approved st.	3	Same	Bit. mat. A. & A. A.	63		
5227	Lake George–Warrensburg	Warren	5, 1, '12	4.58	16	24, 26	*8,406	Concrete	6	Approved st.		Screenings	Bit. mat. T. & H. O.	100		
5228	Rouses Point Village	Clinton	9, 17, '12	2.24	16, 40	26, 40	*3,643	Approved st.	6	Approved st.	3	Screenings	Bit. mat. A.	100		
5230	Stillwater–Schuylerville, Part 2	Saratoga	6, 14, '12	7.52	14, 16	26	*3,855	Approved st.	6	Approved st.	3	Same	Bit. mat. A. & A. A.	85		
5231	Yonkers–White Plains	Westchest	6, 26, '12	5.22	16, 20	30	1,889	Approved st	3	Approved st.	3	Same	Bit. mat. A. & A. A.	100	61,020 66	11,069
5233	Cairo–Windham, Part 1	Greene	6, 17, '12	3.39	14	26	*2,832	Concrete	3 & 6		½	Sand	Bit. mat. T. & H. O.	100	45,462 52	13,411
5234	Liberty–County Line, Part 2	Sullivan	6, 11, '12	8.51	14	26	*9,165	Approved st.	3	Approved st.	3	Same	Bit. mat. A. & A. A.	72		
5235	Jay–Upper Jay	Essex	6, 12, '12	3.69	16	26	*7,062	Approved st.	6	Approved st.	3	Same	Bit. mat. A. or tarvia	100	55,272 67	14,979
5236	Upper Jay–Keene	Essex	6, 11, 12	6.06	16	22, 26	*4,360	Concrete	3 & 6		½	Sand or scr.	Bit. mat. T. & H. O.	83		

*Yardage based on Preliminary Estimate. All others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898, TO JANUARY 1, 1914—(*Continued*).

STATE HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS. BOTTOM. Kind of crushed rock.	Thickness.	TOP. Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.	Per cent. completed.	TOTAL COST COMPLETED. Whole.	Per mile.
					Feet.	Feet.										
5237	Slingerlands-Albany	Albany	6, 11, '12	4.23	16	30	*4,501	Concrete	6		½	Screenings	Bit. mat. T. & H. O.	100	.....	.....
5238	Elizabethtown-Keene, Part 2	Essex	6, 12, '12	6.21	16	22, 26	*9,662	Approved st.	6	Approved st.	3	Same	Bit. mat. A. & A. A.	100	$92,737 94	$14,941
5239	Elizabethtown-Keene, Part 1	Essex	6, 12, '12	6.18	16	26, 32	*7,346	Approved st.	6	Approved st.	3	Same	Bit. mat. A. & A. A.	69	.....	.....
5240	Colliers-Maryland	Otsego	6, 13, '12	5.69	16	26	*6,379	Gravel	....	.....	....	Gravel	Glut. & H. O.	26	.....	.....
5241	Binghamton-Windsor, Part 4	Broome	6, 11, '12	3.14	16	26	*5,637	Approved st.	6	Approved st.	1	Same	Bit. mat. H. O.	96	.....	.....
5242	Port Crane-Sanitaria Springs	Broome	6, 12, '12	3.22	16	26	*5,000	Approved st.	6	Approved st.	3	Same	Glut. & H. O.	93	.....	.....
5243	Sanitaria Springs-Harpursville	Broome	6, 14, '12	8.92	14, 16	26	*4,148	Approved st.	6	Approved st.	1	Same	Glut. & H. O.	90	.....	.....
5244	Poplar Ridge-Fleming	Cayuga	11, 30, '12	11.52	14, 16	26, 28	*2,617	Gravel	5	Approved st.	3	Same	Glut. & H. O.	93	.....	.....
5245	Bemus Point-Dewittville	Chau'qua	9, 17, '12	5.97	16	16, 32	*2,781	Concrete	6	.....	½	Sand	Bit. mat. T. & H. O.	3	.....	.....
5247	Schenevus-Schoharie Co. Line	Otsego	6, 13, '12	12.20	16, 18, 20 22, 27, 35	26 to 38	*5,623	Gravel / Appr'd st.	3 / 3	Gravel / Approved st.	3 / 3	Same / Same	Glu. & bit. mat A. & A. A.	23	.....	.....
5248	Boonville Town Line-McKeever	Oneida / Herkim'r	6, 13, '12	18.00	16	26, 32	*6,466	Concrete / Appr'd st.	6 / 6	..... / Approved st.	½ / 3	Screenings / Sand or sc.	Bit. mat. T. & H. O. / Bit. mat. A. & A. A.	35	.....	.....
5249	Cicero-Brewerton	Onondaga	6, 13, '12	4.84	16	30	3,787	Concrete	6	.....	....	Sand or scr.	Bit. mat. tarvia A.	100	73,565 74	15,199
5250	Central Sq.-Union Sq., Part 1	Oswego	7, 19, '12	7.00	16	30	*3,157	Hassam con.	4 & 5	.....	½	Sand or scr.	Bit. mat. tarvia A.	100	.....	.....
5251	Fulton-Three Rivers, Part 1	Oswego	6, 12, '12	4.25	16	28, 30	2,988	Concrete	6	.....	½	Sand or scr.	Dol'way bit.	100	51,772 49	12,182
5252	Geneva-Lyons, Part 2	Ontario	7, 2, 12	7.37	14	28	*3,507	Concrete	6	.....	....	Sand or scr.	Bit. mat. T. & H. O.	100	.....	.....
5253†	Jasper-Addison	Steuben	6, 14, 12	.....	.....	.....	.....	.....	....	.....	....	.....	.....	..	.....	Cost
5253	Jasper-Addison	Steuben	9, 19, '13	6.99	16	24, 26	*1,430	Concrete	6	.....	.	Limestone screenings	Coal tar hot	....	.....	.....

5253A																			
5254	Hornell–Arkport	Steuben	6, 15, '12	3.92	16	26	3,118	Approved st.	6	Approved st.	1	Same	Glu. & H. O.	100	31,059 78	7,923
5255	Almond–Hornell	Steuben	7, 22, '12	3.85	16	28	*2,768	Sub-base	6	Approved st.	1	Same	Glu. & H. O.	100	26,626 50	6,615
5256	Esty Glen–South Lansing	Tompkins	6, 13, '12	3.10	16	26	*3,177	Approved st.	3	Approved st.	3	Same	"H. O."	100	38,696 75	12,483
5257	Waverly–Owego, Part 3	Tioga	6, 17, '12	9.71	16, 30	28 30	*3,064	Concrete / App'd st.	5 / 6	Limestone	3	Brick / Same	Bit. mat. H. O.	84		
5258	Little Valley–Randolph, Part 3.	Catt'gus	6, 14, '12	6.74	16, 24, 25 32, 47, 49	16, 49	*3,588	Concrete	5		½	Brick / Screenings	Tarvia	37		
5259	Salamanca–Little Valley, Pt. 2.	Catt'gus	9, 18, '12	6.86	12, 28 / 32, 40	32, 40	*4,167	Concrete	5		½	Brick / Screenings	Bit. mat. T. & H. O.	9		
5260	Long Pond–Smithville Flats	Chenango	6, 13, '12	3.01	16	30	4,247	Approved st.	8	Approved st.	3	Same	Bit. mat. A. & A. A.	100		
5261	Afton–Bainbridge	Chenango	6, 10, '12	4.44	16	30	*5,203	Gravel	5	Limestone	....	Same	Bit. mat. A. & A. A.	100	63,580 91	14,320
5262	Fredonia–Silver Creek, Part 1.	Chau'qua	6, 25, '12	2.15	16, 27	30, 32	*3,481	Concrete	5		....	Brick		100		
5263	Dewittville–Mayville	Chau'qua	9, 17, '12	5.51	14	32	*3,632	Concrete	6		....	Sand	Bit. mat. T. & H. O.	13		
5264	Allegany–Vandalia	Catt'gus	8, 8, '12	4.50	16	32	*6,952	Concrete	5		½	Screenings	Bit. mat. T. & H. O.	79		
5265	Salamanca–Little Valley, Part 1.	Catt'gus	6, 14, '12	4.31	16, 20 24, 32	32	*4,065	Concrete	5		½	Brick / Screenings	Bit. mat. T. & H. O.	59		
5266	Watertown–Clayton, Part 3	Jefferson	6, 14, '12	7.31	16	28	*4,432	Approved st.	3	Approved st.	3	Same	Glu. & H. O. Bit. mat A. & A. A	100		
5267	Watertown–Clayton, Part 2	Jefferson	6, 14, '12	8.45	16	28	*4,130	Approved st.	3	Approved st.	3	Same	Glu. & H. O.	62		
5268	Hope Center–Wells, Part 2	Hamilton	6, 12, '12	6.01	16	24, 28	*5,319	Approved st.	3	Approved st.	3	Same	Bit. mat. A. & A. A.	94		
5269	County Line–Adams Center	Jefferson	6, 11, '12	13.38	16	26	*2,548	Sub-base	6	Approved st.	3	Same	Bit. mat. A. & A. A.	17		
5270	Portage–Mount Morris, Part 3.	Livingston	6, 15, '12	6.92	16, 24	28, 36	*2,467	Fieldstone / Local st.	7 / 3½	Approved st. / Limestone	3 / 2½	Same / Same	Bit. mat. A. & A. A.	99		
5271	Portage–Mount Morris, Part 2.	Livingston	6, 11, '12	5.51	16, 40, 45 47½, 90 110	23, 28 110	*2,973	Concrete / Gravel & st	6 / 6	Approved st.	½ / 3	Screenings / Limestone sc.	Bit. mat. T / Bit. mat. A.	100		
5272	Portage–Mount Morris, Part 1.	Livingston	6, 12, '12	4.20	12, 14, 16	22, 28	*10,562	Gravel	3	Limestone	3	Same	Bit. mat. A. & A. A.	100		
5273	Caledonia–Avon	Livingston	6, 12, '12	6.30	16	32	*5,287	Concrete	6		½	Scr	Bit. mat. T.	100		
5274	Phoenix–Syracuse	Onondaga	6, 13, '12	10.49	16	26, 30	*2,469	Concrete	6		½	Sand or scr	Bit. mat. T. & H. O.	100	139,725 05	13,302
5275	Pulaski–Sandy Creek	Oswego	6, 12, '12	8.15	16, 42, 49	30, 32 35, 49	*3,166	Concrete / App'd st.	5 / 4	Approved st.	2	Br. & Med. bl. / Same	Bit. mat. A & A. A.	99		
5276	Fulton–Three Rivers, Part 2.	Oswego	6, 11, '12	6.17	16	30	*2,715	Concrete / Hassam con	5 / 5½	Sand or pebs.	½	Brick / Sand	Tarvia	100		

Yardage based on Preliminary Estimate. All other taken from Final Estimate. † No. 5253 cancelled.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898, TO JANUARY 1, 1914—(*Continued*).

STATE HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS. BOTTOM. Kind of crushed rock.	Thickness.	TOP. Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.	Per cent. completed.	TOTAL COST COMPLETED. Whole.	Per mile.
					Feet.	Feet.										
5277	Schuylerville Village	Saratoga	6, 14, '12	1.03	16, 43½	26, 43½	*6,893	Concrete / Concrete	5 / 6	.....	½	Brick / Sand or scr.	Bit. mat. T. & H. O.	100	.....	.....
5278	West Sand Lake–Averill Park	Rensselaer	6, 11, '12	3.66	16	23, 26	*3,443	Concrete	6	.....	½	Sand or scr.	Bit. mat. T. & H. O.	89	.....	.....
5279	Scottsville–Chili	Monroe	6, 17, '12	6.63	15	32	*5,733	Concrete	5	.....	1½	Brick / Cal. asphalt.	.....	100	.....	.....
5281	Ballston Lake–High Mills	Saratoga	6, 13, '12	1.77	16	26	3,178	Approved st.	6	Approved st.	3	Same	Bit. mat. A. & A. A.	100	$18,779 16	$10,610
5282	Ovid–Romulus	Seneca	6, 30, '12	6.88	16	30	*2,035	Concrete	5	.....	....	Sand or scr.	Bit. mat. T. & H. O.	84	.....	.....
5283	Gouverneur–De Kalb	St. Law'ce.	6, 12, '12	18.91	14, 16	28	*3,821	Approved st.	6	Approved st.	3	Same	Bit. mat. A. & A. A.	61	.....	.....
5284	Nicholville–Moira	St. Law. / Frank'n.	6, 12, '12	11.66	14	28	*3,010	Concrete / App'd. st.	5 / 6	Approved st.	3	Brick / Same	Bit. mat. A & A. A.	100	.....	.....
5285	Potsdam–Nicholville	St. Law'ce.	6, 12, '12	14.90	14, 16	26, 28	*5,308	Approved st.	6	Approved st.	3	Same	Bit. mat. A. & A. A.	91	.....	.....
5286	Howes Cave–Cobleskill	Schoharie	9, 17, '12	4.76	16	26	*4,160	Approved st.	6	Approved st.	3	Same	Bit. mat. H.O	23	.....	.....
5287	County Line–Gouverneur	St. Law'ce.	6, 12, '12	5.99	14	28	4,726	Approved st.	6	Approved st.	3	Same	Glu. & H. O.	42	.....	.....
5288	Ogdensburg City	St. Law'ce.	6, 27, '12	4.57	16, 30, 40	26, 40	*2,777	Concrete /	5 /	..... / Approved st.	.... / 3	Brick / Same	..... / Bit. mat. H.O.	95	.....	.....
5289	Lowman–Waverly, Part 3	Chem'ng / Tioga	6, 12, '12	3.65	16	26	*7,555	Approved st.	6	Approved st.	3	Same	Bit. mat. A. & A. A.	100	.....	.....
5290	Wolcott–Red Creek	Wayne	6, 12, '12	7.01	16	30	*3,695	Approved st.	7	Approved st	3	Same	Bit. mat. A & A. A.	100	.....	.....
5291	Penn Yan Village	Yates	6, 12, '12	1.75	22, 40	24, 26 / 36, 40	5,171	Concrete	5	.....	....	Brick	.....	100	86,033 41	49,162
5292	Truxton–De Ruyter, Part 2	Cortland	6, 12, '12	0.87	14	26	6,033	Approved st.	3	Approved st.	3	Same	Bit. mat. A. & A. A.	100	13,540 77	15,564
5293	Cambridge–Salem, Part 2	Washing'n.	6, 3, '12	6.01	16	22, 32	*3,727	Approved st.	6	Approved st.	3	Same	Bit. mat. H.O	100	.....	.....
5294	Etna–Freeville–Dryden	Tompkins	6, 15, '12	6.69	16	26	*4,424	Approved st.	3	Approved st.	3	Same	Bit. mat. H.O	24	.....	.....

5295	Watkins-Bennettsburg	Schuyler	7, 1, '12	5.15	16	26, 32	*4,853	Concrete Approved st	5 6		 Approved st.	 3	Brick Same		Glu. & H.O.	63		
296	Liberty Village	Sullivan	6, 11, '12	1.37	16, 40	28, 36, 40	*3,722	Concrete Approved st.	5 3		 Approved st.	 3	Brick Same		Bit. mat. A & A. A	90		
5297	Oxford-Chester	Orange	6, 11, '12	3.94	16	28	*9,289	Approved st.	3		Approved st.	3	Same		Bit. mat. A. & A. A	100	53,466 52	13,570
5298	Bedford-Goldens Bridge	Westchest.	6, 11, '12	7.03	16	30	*6,287	Concrete	6			½	Sand or scr.		Bit. mat. T. & H. O	47		
5299	Babylon Village	Suffolk	6, 15, '12	1.32	20, 46	32, 55	*3,795	Long Island special cobble	....		Cementation gravel	2½	Screenings		Bit. mat. A.A	100		
5300	Amityville Village	Suffolk	6, 10, '12	1.04	16	32	3,041	Cem'tions gr.	5		Cem'tions gr.	2½	Screenings			100	17,845 93	17,160
5302	Avon-Lima	Livingston.	6, 12, '12	6.40	16, 18 34, 40	32, 34, 40	*6,072	Concrete	5			½	Screenings		Bit. mat. T. & H. O.	100		
5303	Boonville Village	Oneida	6, 27, '12	0.83	30, 45	26, 30, 45	6,386	Concrete	5				Brick			100	47,322 16	57,014
5304	Clayton-Alexandria Bay	Jefferson	6, 12, '12	11.49	16	16, 50	*3,907	Sub-base	6		Approved st.	3	Same		Bit. mat. A. & A. A	100		
5305	Niagara Falls-Sanborn	Niagara	6, 17, '12	7.95	16	28	*2,666	Approved st.	3		Approved st.	3	Same		Bit. mat. A. & A. A	71		
5306	Lewiston-Youngstown	Niagara	6, 17, '12	6.82	16, 23	32, 50	*2,928	Concrete	5				Brick			98		
5307	Alder Creek-Lewis Co. Line	Oneida	6, 12, '12	7.79	16	28	*3,565	Sub-base	6		Limestone	3	Same		Bit. mat. A. & A. A	100		
5308	Potsdam Village	St. Law'ce	6, 17, '12	2.51	16, 20, 24	32, 34, 38	*3.585	Field stone	3		Field stone	3	Screenings		Bit. mat. A. & A. A	100		
5309	Lowville Village	Lewis	6, 27, '12	1.30	16, 57	28, 30 46, 57	*3,892	Concrete	5			2	Bitulithic			100		
5310	Troy City: Brunswick Turnp'k.	Rensselaer.	6, 11, '12	0.95	20, 22	26, 30	*7,421	Approved st.	3		Approved st.	3	Same		Bit. mat. A. & A. A	100		
5311	Plattsburg-Ausable Chasm, Pt. 2	Clint'n Essex.	6, 17, '12	4.92	16	24, 26	*7,276	Approved st.	6		Approved st.	3	Same		Bit. mat. A. & A. A	100	73,070 36	14,933
5312	Cuba-Friendship, Part 2	Allegany	9, 17, '12	6.10	12, 16 20, 26, 50	30, 50	*7,125	Concrete Concrete	5 5		 	½	Brick Screenings		Bit. mat. T. & H. O.	61		
5313	Stillwater Village	Saratoga	9, 17, '12	1.30	16, 32	26, 32	*3,769	Concrete Approved st.	5 6		 Approved st.	 3	Brick Same		Bit. mat. A. & A. A	100		
5315	Medina Village	Orleans	10, 3, '12	2.45	16, 30, 38	30, 32, 38	*5,504	Concrete	5				Brick			96		
5316	Cambridge-Salem, Part 3	Washing'n.	9, 17, '12	3.09	16	26	*2,599	Approved st.	6		Approved st.	3	Same		Bit. mat. A.	100		
5318	Camillus-Fairmount, Part 1	Onondaga.	9, 17, '12	1.20	16, 20	32, 36	*1,666	Concrete Limestone	5 6		 Approved sy	 2	Brick Same		Bit. mat. A & A. A.	100		
5319	Wrights Corners-Hartland	Niagara	9, 17, '12	6.64	16	44	*2,269	Concrete	5			½	Sand		Bit mat. T. & H. O.	100		
5320	Westfield Village	Chau'qua.	10, 23, '12	1.07	16, 34 36, 45	32, 34 36, 45	*6,262	Concrete	5				Brick			92		
5321	White Plains-Rye	Westchest.	9, 17, 12	1.64	16	28	8,413	Approved st.	3		Approved st.	3	Same		Travia A	100	12,333 94	7,521
5322	Monticello-Liberty, Part 2	Sullivan	9, 17, '12	8.45	14, 16	26, 30	*7,420	Approved st.	6		Approved st.	3	Same		Bit. mat. A. & A. A	100		
5323	Penn Yan-Halls Corners	Yates-Ontario	9, 21, '12	8.15	14	28	*3,718	Approved st.	4		Approved st.	2	Same		Bit. mat. A.	100		

*Yardage based on Preliminary Estimate. All others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898, TO JANUARY 1, 19 14 —*Continued*).

STATE HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.
					Feet.	Feet.
5324	Dundee-Penn Yan	Yates	9, 18, '12	10.89	14	28
5325	Whitesboro-Trenton	Oneida	10, 19, '12	12 37	16	26
5326	Dover Plains — Pawling Town Line, Part 2	Dutchess	9, 20, '12	3.93	16	28
5327	Oneida County Line-Turin	Lewis	9, 28, '12	14.77	16	28
5328	West Point- Central Valley	Orange	9, 17, '12	11.26	16	26, 36
5329	Cazenovia-Morrisville	Madison	9, 18, '12	10.11	14	16, 30
5330	Morrisville-Bouckville	Madison	9, 17, '12	5.63	14	28, 30, 40
5331	Gouverneur Village	St. Law'ce.	9, 17, '12	1.78	16, 54	26, 54
5332	Lowville-Carthage	Lewis-Jeffer'n.	9, 24, '12	14.33	16	26, 28, 32
5333	Waverly Village	Tioga	10, 17, '12	1 28	16, 25	25, 26
5335	Watkins Village: Franklin St	Schuyler	9, 23, '12	1.75	16, 21 29, 34	26, 32 40, 45
5336	Salem-Granville, Part 2	Washingt'n	8, 17, '12	9.48	16	26
5337	Rouses Point-Canadian Line		9, 17, '12	2 36	16	26, 30, 32
5338	Windsor-Deposit		9, 23, '12	13.74	16, 24	26, 28
5339	Binghamton City: Court Street		9, 17, '12	1 05	16	26
5341	Friendship-Belmont		10, 3, '12	6.80	12	32
5342	Hornell City: Cemetery Hill		9, 17, '12	0.61	20	26, 30
5343	Grand Gorge — Stamford Harpersfield	Schoharie.	9, 17, '12	12.09	14, 20, 36	24, 34, 40
5344	Carthage Village	Jefferson	9, 23, '12	2.12	16, 63	36, 63. 5

Oneida	9, 17, '12	6 12	16, 20	26, 36	*4,755	Approved st.	3	Approved st.	....	Screenings	Glu. & H. O	83	.....	.....
Columbia	9, 18, '12	4.85	16	26	*4,166	Approved st	6	Approved st.	3	Same	Bit. mat. H.O	100	.....	.....
Steuben	9, 25, '12	13.82	14, 24, 38	26, 34, 40	*5,811	Concrete	5			Brick				
						Sub-base	7	Concrete	5	Screenings	Bit. mat. T	96	.....	.....
						Sub-base	7	Sand or scr	1	Same	Bit.mat. H.O			
Steuben	9, 17, '12	4 86	14, 15, 24, 32	24, 26, 32	*5,060	Concrete	5			Brick	Bit. mat. A	95	.....	.....
						Sub-base	6	Imported st.	3	Same				
Steuben	9, 19, '12	1 50	16	20, 28	*3,633	Sub-base	6	App Gravel	3	Same		72	.....	.....
Steuben	10, 4, '12	10.39	14	24, 26	*13,086	Sub-base	6	Approved st.	....	Sand or scr	Bit. mat. H.O	78	.....	.....
Steuben	9, 19, '12	0 23	16	26, 30	3,113	Concrete	5			Brick	Bit. mat. A. & H. O.	100	5,021 86	21,634
						Approved st	6	Approved st	3	Same				
Rensselaer	9, 20, '12	5 11	16	26	*3,330	Approved st	....	Approved st.	3	Same	Bit. mat. A.	24	.....	.....
Westchest	9, 20, '12	0 95	21	20	*2,956	Concrete	4	.....	2	Asphalt bl'k		100	.....	.....
Westchest	9, 17, '12	8 48	16, 20	28, 34	*2,088	Hassam Con	6	.....	½	Sand or scr	Bit. mat. T. & H. O.	100	.....	.....
Westchest	9, 17, '12	5.04	16	26	*5,200	Sub-base	6	Approved st.	3	Screenings	Bit. mat. A & A. A.	100	58,991 23	11,705
Westchest	9, 20, '12	1.66	16	26	*5,060	Cobble	3	Cem. H.R. gr.	3	Screenings	Glu. & H. O.	91	.....	.....
Onondaga	9, 17, '12	6.87	16	20	*4,688	Hassam Con.	4–5	.....	½	Sand or scr	Tarvia A	100	.....	.....
						Approved st	6	Approved st	3	Same	A. & H. O			
Greene	9, 17, '12	1.74	16	26, 32	*3,147	Approved st.	3	Approved st	3	Same	Bit. mat. A.	100	.....	.....
Greene	9, 17, '12	5.97	16	26	*6,322	Approved st	6	Approved st.	3	Same	Bit. mat. A.	100	.....	.....
Greene	9 16, '12	4 86	16	26	4,631	Limestone	3	Limestone	3	Same	Bit. mat. H.O	100	45,757 67	11,270
Greene	9, 17, '12	2.70	16	26	*7,137	Approved st.	6	Approved st.	3	Same	Bit. mat. H.O	100	.....	.....
Westchest	9, 23, '12	0 73	27, 31	36, 40	2,761	Concrete	5	Bitulithic	2	Screenings		100	38,270 28	49,688
Westchest	9, 23, '12	2 85	20	20	*4,556	Concrete	4	.....	2	Asphalt bl'k		100	.....	.....
Westchest	9, 22, '12	0.20	20	20	*3,505	Concrete	5	Bitulithic	2	Screenings	Bit. mat.	64	.....	.....
Westchest	9, 20, '12	1.34	20	30, 39	*164	Concrete	5	.....	2	Asphalt bl'k		100	29,744 95	22,197
									....	Brick				
Westchest	9, 17, '12	1.29	31, 35	35, 40	*5,909	Concrete	5	.....	....	Brick		100	71,654 80	35,469
Broome	9, 17, '13	1.81	16	26	*3,420	Concrete	5	.....	....	Brick	Bit. mat. A & H. O.	100	.....	.....
						Approved st.	6	Limestone	3	Same				
Wayne	9, 17, '13	4.59	16	24, 28, 30	*3,056	Approved st.	4	Approved st.	2	Same	Bit. mat. A. & H. O.	100	.....	.....
Tompkins	9, 17, '12	3.22	14	26	*12,113	Approved st.	6	Limestone	3	Same	Bit. mat. H.O	97	.....	.....
Madison	9, 23, '12	2.46	16	30	*2,575	Hassam Con	5	.....	½	Sand or scr	Tarvia A	100	39,013 41	15,923
Niagara	9, 17, '13	0.09	16, 34	32, 36	24,923	Concrete	5	.....	....	Brick		100	.....	.....
Oswego	9, 19, '12	10 87	14, 16, 34, 40	26, 28, 30, 34, 36, 40	*3,413	Hassam Con	4–5	.....	½	Sand or scr	Tarvia A	100	.....	.....
						Concrete	5	.....	....	Med.bl'k.,Br.	Bit. mat. A. & H. O.			
						.....	....	Approved st	2	Same				
Delaware	9, 17, '12	2 12	‡									100	8,734 82	.....
Delaware	9, 17, '12	8.13	14, 16	26	*6,933	Approved st.	2	Approved st.	3	Same	Bit. mat. A. & A. A	100	.....	.....
Ontario	8, 2, '13	0.91	16	26, 36	*6,483	Approved st.	4	Approved st	2	Screenings	Bit.mat.H.O.	85	.....	.....
						Concrete	5	.....	....	Br., Med. bl'k				
Putnam	7, 31, '13	2.38	16	28	*6,512	Sub-base	6	Approved st.	3	Screenings	Bit. mat. A.	29	.....	.....

† Original plans, 1.97 miles. 0.33 mile cancelled.
‡ Contract cancelled.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898, TO JANUARY 1, 1914 — (*Concluded*).

STATE HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.					Whole.	Per mile.
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.			
					Feet.	Feet.										
5391	Sherburne Village	Chenango	8, 21, '13	0.40	16, 30	30, 42	*3,313	Concrete	5			Brick		97		
5392	Elmira City: East Water Street	Chemung	9, 2, '13	0.76	16, 38	30, 38	*7,513	Concrete	5			Brick				
5393	Troy City: Hoosick Street	Rensselaer	9, 8, '13	0.52	36	36	*8,400	Concrete	5			Brick				
5394	Johnstown City	Fulton	9, 30, '13	1.54	16	30	*2,285	Concrete	7			Concrete		26		
								Approved st.	3	Approved st	3	Screenings				
5395	Utica City: Turner Street	Oneida	8, 25, '13	0.38	16	32	*7,368	Concrete	5	Asp. concrete	2	Port. cement	Asp. cement	100		
5397	Naples Village: Main Street	Ontario	8, 22, '13	1.74	16, 24 50	30, 50	*2,385	Sub-base	7	Approved st	3	Screenings	Bit. mat. A.	49		
								Concrete	5			Brick				
5398	County Line–Dansville	Livingston	8, 27, '13	4.40	16, 30 38, 50	32, 50	*5,204	Gravel	4	Approved st	3	Screenings	Bit. mat. A. & A. A.			
								Concrete	5			Brick				
5399	Batavia Village	Genesee	9, 30, '13	1.97	30, 45	.....	*11,066	Concrete	5			Brick				
5400	Warsaw–Gainesville	Wyoming	9, 29, '13	8.89	16, 68	32, 68	*6,910	Approved st	4	Approved st	3	Screenings	Bit. mat. A.	3		
								Concrete	5			Brick				
5401	Corning City: East Market and West Pultney Streets	Steuben	8, 26, '13	0.85	16, 36	28, 36	*5,894	Concrete	5			Brick		7		
5403	Clayton Village	Jefferson	9, 2, '13	1.17	16, 43	28, 43	*5,470	Sub-base	6	Approved st.	3	Screenings	Bit. mat. A.	28		
5404	Granville Village	Wash'ton	9, 5, '13	1.75	20, 65.5	26, 65.5	*4,325	Concrete	5			Brick		16		
5409	Catskill Village: West Bridge Street	Greene	10, 1, '13	0.23	37, 73	37, 73	*11,520	Concrete	5			Brick		34		

* Yardage based on Preliminary Estimate. All others taken from Final Estimate.

APPENDIX B.

STATEMENT IN CONSECUTIVE NUMERICAL ORDER SHOWING STATE AND COUNTY HIGHWAYS COMPLETED, UNDER CONTRACT AND AWAITING CONTRACT.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER.

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
1	Troy and Schenectady	Schenectady...Schenectady	0.60	2.00	.....	.....
2	Buffalo—Hamburg	Erie, Lackawanna	1.87	6.48	.....	.....
3	Deerfield	Oneida	.....	2.25	.....	.....
4	Lebanon—Pittsfield	Columbia	.....	1.25	.....	.....
5	East Avenue	Monroe	.....	2.45	.....	.....
6	Ridge Road	Monroe	.....	6.53	.....	.....
7	Delaware Turnpike	Albany	.....	1.04	.....	.....
8	Cortland Street	Onondaga	.....	1.20	.....	.....
9	James Street	Onondaga	.....	0.58	.....	.....
10	Troy and Brunswick, Sec. 1	Rensselaer	.....	1.00	.....	.....
11	Troy and Greenbush, Sec. 1	Rensselaer	.....	1.03	.....	.....
12§	Waterford, Sec. 1	Saratoga	.....	.....	.....	.....
13	Southport, Sec. 1	Chemung	.....	2.60	.....	.....
14	Frankfort	Herkimer	.....	1.11	.....	.....
15	Hudson Avenue	Monroe	.....	0.63	.....	.....
16	Ulster—Delaware, Sec. 1	Ulster	.....	5.66	.....	.....
17	Hastings—Ardsley	Westchester	.....	0.60	.....	.....
18	Ardsley—Elmsford, Sec. 1	Westchester.....Elmsford	0.48	3.06	.....	.....
19	Mamaroneck—White Plains	Westchester..New Rochelle	1.02	2.80	.....	.....
20	White Plains—Cross Road	Westchester	.....	3.77	.....	.....
21‡	Sauquoit Creek	Oneida.....Yorkville	0.27	0.27	.....	.....

§ Plans for Highway No. 12 were not approved by Board of Supervisors when presented, and this number is therefore void.
‡ Original plans 1.33 miles; 1.06 miles reconstructed as State Highway No. 5091.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
22	Loudon	Albany	.....	3.41	.....	.....
23	River Road	Erie	.....	1.45	.....	.....
24§	Delaware River Road	Delaware	.....	.....	.....	.....
25	Troy and Brunswick, Sec. 2	Rensselaer	.....	3.05	.....	.....
26	Troy and Greenbush, Sec. 2	Rensselaer	.....	2.59	.....	.....
27	Orchard Park	Erie	.....	1.16	.....	.....
28	Southport, Sec. 2	Chemung	.....	3.41	.....	.....
29	Southport, Sec. 3	Chemung	.....	1.06	.....	.....
30	South Broadway	Chemung	.....	1.02	.....	.....
31	Ulster—Delaware, Sec. 3	Ulster	.....	5.72	.....	.....
32	Amsterdam—Minaville, Sec. 1	Montgomery	.....	2.65	.....	.....
33	Gloversville—Mayfield	Fulton	.....	4.04	.....	.....
34	Ardsley—Elmsford, Sec. 2	Westchester	Elmsford 1.02	2.16	.....	.....
35	White Plains—Armonk	Westchester	.....	3.21	.....	.....
36	Griffins Corners	Delaware	.....	1.57	.....	.....
37	Saugerties—Woodstock, Sec. 1	Ulster	.....	4.00	.....	.....
38	Saugerties—Woodstock, Sec. 2	Ulster	.....	4.90	.....	.....
39	Waterford, Sec. 1	Saratoga	.....	1.51	.....	.....
40	Cuyler	Cortland	.....	0.47	.....	.....
41	Delaware Turnpike, Sec. 2	Albany	.....	2.74	.....	.....
42	Newburgh—Woodbury	Orange	.....	11.00	.....	.....
43	Cochecton Turnpike, Sec. 2	Orange	.....	7.55	.....	.....
44	Goshen—Florida	Orange	.....	4.22	.....	.....
45	Middletown—Pine Bush	Orange	.....	9.25	.....	.....

46	Turners—Monroe	Orange	.....	1.52	.....	.....
47	Chenango River	Broome	.....	1.75	.....	.....
48	West Lake	Onondaga	.....	1.00	.....	.....
49	Fabius—Apulia, Sec. 1	Onondaga	.....	2.00	.....	.....
50	Armonk—Mt. Kisco	Westchester	.....	4.45	.....	.....
51	Mt. Kisco—Bedford	Westchester	.....	5.04	.....	.....
52	Unionville—McKeels Corners	Westchester	.....	3.69	.....	.....
53	McKeels Corners—Briar Cliff	Westchester. B'r Cliff Manor	0.95	1.76	.....	.....
54	Briar Cliff Manor—Echo Lake	Westchester. B'r Cliff Manor	1.31	2.65	.....	.....
55	Hoags Corners	Rensselaer	.....	3.15	.....	.....
56	Plattsburg—Keeseville, Sec. 1	Clinton	.....	2.82	.....	.....
57	Windsor, Sec. 1	Clinton	.....	1.00	.....	.....
58	Glens Falls—Saratoga, Sec. 1	Saratoga	.....	6.06	.....	.....
59	Waterford, Sec. 2	Saratoga	.....	5.03	.....	.....
60	Fairport	Monroe	.....	3.04	.....	.....
61	Pittsford	Monroe	.....	1.30	.....	.....
62	West Henrietta	Monroe	.....	6.24	.....	.....
63	Scottsville, Sec. 1	Monroe	.....	2.25	.....	.....
64	Walden—Scott Corners	Orange	.....	1.84	.....	.....
65	Montgomery—Goshen	Orange	.....	7.95	.....	.....
66	Orchard Park, Sec. 2	Erie	.....	0.95	.....	.....
67	Orchard Park, Sec. 3	Erie	.....	3.41	.....	.....
68	Orchard Park, Sec. 4	Erie	.....	1.17	.....	.....
69	Main Street, Sec. 1	Erie	.....	3.42	.....	.....
70‖	Crane Street	Schenectady	.....	.....	.....	.....
71	Utica—Paris	Oneida	.....	4.63	.....	.....

§ Plans for Highway No. 21 were not approved by Board of Supervisors when presented, and this number is therefore void.
‖ This Highway was included within corporate limits of city of Schenectady after approval of plans and before construction, and therefore could not then be built. (See Sec. 1, Chap. 115, Laws 1898.)

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
72.....	Catskill Turnpike, Sec. 1.....	Tompkins.....	.....	1.87	.....	.....
73.....	Quaker Street, Sec. 1.....	Schenectady.....	.....	1.18	.....	.....
74.....	Marcellus—Marietta.....	Onondaga.....	.....	1.00	.....	.....
75.....	Fabius—Apulia, Sec. 2.....	Onondaga.....	.....	0.86	.....	.....
76.....	Lafayette.....	Onondaga.....	.....	1.00	.....	.....
77.....	Albia—Wynantskill.....	Rensselaer.....	.....	1.50	.....	.....
78.....	Clifton, Sec. 1.....	Monroe.....	.....	3.62	.....	.....
79.....	Scottsville, Sec. 2.....	Monroe.....	.....	7.58	.....	.....
80.....	Hamlin, Sec. 1.....	Monroe.....	.....	4.64	.....	.....
81.....	Hamlin, Sec. 2.....	Monroe.....	.....	4.06	.....	.....
82.....	Buffalo, Sec. 1.....	Monroe.....	.....	0.36	.....	.....
83.....	Buffalo, Sec. 2.....	Monroe.....	.....	5.09	.....	.....
84.....	Troy and Brunswick, Sec. 3.....	Rensselaer.....	.....	2.46	.....	.....
85.....	Fort Edward—Sandy Hill.....	Washington.....	.....	0.92	.....	.....
86.....	Big Tree.....	Erie.....	.....	4.00	.....	.....
87.....	Main Street, Sec. 2.....	Erie.....	.....	1.93	.....	.....
88.....	Transit, Sec. 1.....	Erie.....	.....	4.28	.....	.....
89.....	Transit, Sec. 2.....	Erie.....	.....	4.06	.....	.....
90.....	Grassy Point.....	Rockland.....	.....	2.83	.....	.....
91.....	Nyack Turnpike.....	Rockland.....	.....	3.90	.....	.....
92.....	Delmar—Slingerlands.....	Albany.....	.....	1.74	.....	.....
93.....	Florida—Warwick.....	Orange.....	.....	4.67	.....	.....
94.....	Monroe Avenue.....	Monroe.....	.....	4.03	.....	.....
95.....	Middletown—Goshen.....	Orange.....	.....	5.76	.....	.....

96.....	Amsterdam—Minaville, Sec. 2	Montgomery	.....	0.64	.....	.....
97.....	Shunpike	Washington	.....	3.61	.....	.....
98.....	Webster, Sec. 1	Monroe	.....	1.58	.....	.....
99.....	Webster, Sec. 2	Monroe	.....	2.96	.....	.....
100.....	Webster, Sec. 3..	Monroe	Webster	0.34	3.40	.....	.....
101.....	Webster, Sec. 4	Monroe	Webster	0.51	2.88	.....	.....
102.....	Barracks	Rensselaer	.....	2.05	.....	.....
103.....	Granville—Middle Granville	Washington	.....	1.31	.....	.....
104.....	Granville—Troy Stage	Washington	.....	1.25	.....	.....
105.....	Quaker Street, Sec. 2	Schenectady	.....	0.35	.....	.....
106.....	Quaker Street, Sec. 3	Schenectady	.....	0.13	.....	.....
107.....	Fultonville—Glen	Montgomery	.....	3.66	.....	.....
108.....	West Mohawk River	Montgomery	Akin	1.43	3.25	.....	.....
109.....	Argersinger	Fulton	.....	2.30	.....	.....
110.....	Briggs	Fulton	.....	2.25	.....	.....
111.....	Blodgett's Mills	Cortland	.....	0.75	.....	.....
112.....	Norwich—Plymouth	Chenango	.....	4.84	.....	.....
113.....	Cochecton Turnpike, Sec. 1	Orange	.....	2.29	.....	.....
114.....	Middletown—Pine Bush, Sec. 2	Orange	.....	1.21	.....	.....
115.....	Central Valley—Turner, Sec. 1	Orange	.....	2.62	.....	.....
116.....	Kingston—Rifton	Ulster	.....	5.07	.....	.....
117.....	Ulster—Delaware, Sec. 2	Ulster	.....	5.09	.....	.....
118.....	Shandaken—Hurley, Sec. 1	Ulster	.....	4.00	.....	.....
119.....	Loudon, Sec. 2	Albany	.....	3.92	.....	.....
120.....	Canajoharie—Sharon Springs	Montgomery	.....	4.14	.....	.....
121.....	Fabius—Apulia, Sec. 3	Onondaga	.....	1.16	.....	.....
122.....	East Lake	Onondaga	.....	1.00	.....	.....
123.....	Preble—Homer	Cortland	.....	1.23	.....	.....

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
124.....	North Road.....	Albany.....	.....	1.84	.....	.....
125.....	Lestershire.....	Broome.....	.....	2.96	.....	.....
126.....	Town Line Extension.....	Broome.....	.....	1.97	.....	.....
127.....	Park Bridge.....	Broome.....	.....	2.08	.....	.....
128.....	Aurora—Buffalo.....	Erie.....	.....	5.57	.....	.....
129.....	River, Secs. 2 and 3.....	Erie.....	.....	3.02	.....	.....
130.....	Main Street, Sec. 3.....	Erie.....	.....	5.63	.....	.....
131.....	Main Street, Sec. 4.....	Erie.....	.....	6.58	.....	.....
132.....	Genesee Turnpike.....	Onondaga.....	.....	1.13	.....	.....
133.....	Little Falls—Dolgeville.....	Herkimer.....	.....	2.29	.....	.....
134.....	Fenton.....	Broome.....	.....	2.17	.....	.....
135.....	Violet Avenue.....	Dutchess.....	.....	3.29	.....	.....
136.....	Windsor, Sec. 2.....	Clinton.....	.....	1.75	.....	.....
137.....	Plattsburg—Keeseville, Sec. 2.....	Clinton.....	.....	4.52	.....	.....
138.....	Plattsburg—Mooers, Sec. 1.....	Clinton.....	.....	7.57	.....	.....
139.....	Hamilton Bridge.....	Oneida.....	.....	1.29	.....	.....
140.....	Seneca Turnpike.....	Oneida.....	.....	2.28	.....	.....
141.....	Kingston—Ellenville, Sec. 3.....	Ulster.....	.....	6.82	.....	.....
142.....	Saugerties—Woodstock, Sec. 3.....	Ulster.....	.....	2.85	.....	.....
143.....	Echo Lake—Pines Bridge.....	Westchester.....	.....	3.14	.....	.....
144.....	Bedford—Cross River.....	Westchester.....	.....	5.30	.....	.....
145.....	Delaware River.....	Delaware.....	.....	1.00	.....	.....
146.....	Geneva—Canandaigua.....	Ontario.....	.....	5.62	.....	.....
147.....	Burr's Mills.....	Jefferson.....	.....	3.92	.....	.....

148.....	Pines Bridge—Yorktown Heights	Westchester			3.49			
149.....	Yorktown Heights—Putnam County Line	Westchester			6.62			
150.....	Cross River—Turk Hill	Westchester			3.27			
151.....	Turk Hill—Putnam County Line	Westchester			5.99			
152.....	Fonda, East	Montgomery			2.50			
153.....	Newburgh—Campbell Hall	Orange			13.38			
154.....	Chester—Vail's Gate	Orange			11.49			
155.....	Fonda, West	Montgomery			2.50			
156.....	Chester—Goshen	Orange			3.10			
157.....	Woodbury—Central Valley	Orange			3.48			
158.....	Northampton	Montgomery			0.70			
159.....	Middletown—Slate Hill	Orange			3.49			
160.....	Slate Hill—Unionville	Orange			8.38			
161.....	Newburgh—Shawangunk	Orange			8.61			
162.....	Oneonta	Otsego			1.39			
163.....	Broadway—Fort Hunter	Schenectady			1.71			
164*§...	Downsville	Delaware					4.20	
165.....	Little Ridge, Sec. 2	Monroe			2.06			
166.....	Penfield Road, Sec. 1	Monroe			3.63			
167.....	Penfield Road, Sec. 2	Monroe			5.31			
168.....	Dugway Road, Sec. 1	Monroe			3.31			
169.....	Dugway Road, Sec. 2	Monroe			4.02			
170.....	Dugway Road, Sec. 3	Monroe			2.88			
171.....	Lake, Sec. 1	Monroe			2.00			
172.....	Portland Avenue, Sec. 1	Monroe			0.70			
173.....	Hudson Avenue, Sec. 2	Monroe			1.00			
174.....	Endicott	Broome	Endicott	0.920	2.17			

* Not indicated on map approved by Legislature.
§ Advertised several times but no proposals could be obtained within appropriation.

List of all County Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order—(*Cont'd*).

Highway No.	Name of highway.	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
175.....	Chenango Tow Path.....	Broome.....	.....	1.84	.....	.....
176.....	Albany—Schenectady.....	Albany.....	.....	2.31	.....	.....
177.....	Schoharie, Secs. 1 and 2.....	Albany.....	.....	5.00	.....	.....
178.....	Delaware Turnpike, Sec. 3.....	Albany.....	.....	7.38	.....	.....
179.....	Schenectady—Albany.....	Schenectady.....	.....	2.35	.....	.....
180.....	East Mohawk Turnpike.....	Montgomery.....	.....	2.82	.....	.....
181.....	Watertown—Sacketts Harbor—Henderson, Sec. 1...	Jefferson.....	.....	6.04	.....	.....
182.....	Redwood—Alexandria Bay, Sec. 1.....	Jefferson.....	.....	2.98	.....	.....
183.....	Adams—Henderson, Sec. 1.....	Jefferson.....	.....	3.03	.....	.....
184.....	Pierrepont Manor—Ellisburg.....	Jefferson.....	.....	2.96	.....	.....
185.....	State.....	Jefferson.....	.....	1.00	.....	.....
186.....	Depot.....	Jefferson.....	.....	0.99	.....	.....
187.....	Bristol.....	Ontario.....	.....	1.72	.....	.....
188.....	Bristol Valley.....	Ontario.....	.....	4.83	.....	.....
189.....	East Side Lake, Sec. 2.....	Ontario.....	.....	1.29	.....	.....
190.....	East Side Lake, Sec. 1.....	Ontario.....	.....	2.37	.....	.....
191.....	Honeoye—Hemlock.....	Ontario.....	.....	4.55	.....	.....
192.....	Beaver Dam.....	Albany.....	.....	3.54	.....	.....
193.....	River.....	Albany.....	.....	8.13	.....	.....
194.....	Sand Lake—Troy.....	Rensselaer.....	.....	1.49	.....	.....
195.....	Wynantskill—West Sand Lake.....	Rensselaer.....	.....	4.01	.....	.....
196.....	East Nassau.....	Rensselaer.....	.....	3.02	.....	.....
197.....	Brick Church—Rock Hollow.....	Rensselaer.....	.....	3.33	.....	.....
198.....	Delaware Turnpike, Sec. 4.....	Albany.....	.....	6.52	.....	.....

199.....	Delaware Turnpike, Sec. 5.....	Albany.....	.....	7.88	.....	.....
200.....	Old Northern Turnpike.....	Rensselaer.....	.....	2.75	.....	.....
201.....	Troy—Poestenkill.....	Rensselaer.....	.....	3.60	.....	.....
202.....	Boston—Albany.....	Rensselaer.....	.....	5.42	.....	.....
203.....	Gorham—Stanley.....	Ontario.....	.....	2.20	.....	.....
204.....	Naples—Atlanta.....	Ontario.....	.....	0.59	.....	.....
205.....	Naples—Woodville.....	Ontario.....	.....	3.45	.....	.....
206.....	Reed's Corners.....	Ontario.....	.....	2.22	.....	.....
207.....	Geneva—Canandaigua, Sec. 2.....	Ontario.....	.....	6.21	.....	.....
208.....	Cortland—Homer.....	Cortland.....	.....	0.54	.....	.....
209.....	Nineveh.....	Broome.....	.....	0.93	.....	.....
210.....	Harpursville.....	Broome.....	.....	0.85	.....	.....
211.....	Center Village.....	Broome.....	.....	0.57	.....	.....
212.....	Ouaquaga.....	Broome.....	.....	1.01	.....	.....
213.....	River Road —Windsor, Sec. 2.....	Broome.....	.....	2.83	.....	.....
214.....	River Road —Windsor, Sec. 1.....	Broome.....	.....	1.87	.....	.....
215.....	Dryden.....	Cortland.....	.....	2.00	.....	.....
216.....	Roxbury.....	Delaware.....	.....	0.95	.....	.....
217.....	Grand Gorge.....	Delaware.....	.....	1.00	.....	.....
218.....	Greene—Smithville Flats.....	Chenango.....	.....	4.68	.....	.....
219.....	Richfield Springs—Cherry Valley.....	Otsego.....	.....	0.68	.....	.....
220.....	Worcester.....	Otsego.....	.....	0.98	.....	.....
221.....	Edmeston.....	Otsego.....	.....	0.50	.....	.....
222.....	Hughsonville.....	Dutchess.....	.....	3.47	.....	.....
223.....	South.....	Dutchess.....	.....	3.90	.....	.....
224.....	Oxford—McDonough.....	Chenango.....	.....	5.82	.....	.....
225.....	Guilford.....	Chenango.....	.....	5.75	.....	.....
226|| ...	Kinneys Corners.....	Yates.....	.....	.....	.....	.....

|| Board of Supervisors rescinded resolution of approval prior to amendment to Chapter 115, Laws of 1898, prohibiting such action.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
227	Brunswick Turnpike	Rensselaer	.....	3.10	.....	.....
228	Saugerties—Kingston	Ulster	.....	5.66	.....	.....
229	Kingston—High Falls	Ulster	.....	6.91	.....	.....
230	Kingston—Ellenville, Sec. 1	Ulster	.....	8.27	.....	.....
231	Post, Sec. 1	Ulster	.....	7.08	.....	.....
232	Old State	Essex	.....	2.64	.....	.....
233	Frankfort—East Schuyler	Herkimer	.....	1.64	.....	.....
234	Adams—Henderson, Sec. 2	Jefferson	.....	6.89	.....	.....
235	Watertown—Sacketts Harbor—Henderson, Sec. 2	Jefferson	.....	2.23	.....	.....
236	Redwood—Alexandria Bay, Sec. 2	Jefferson	.....	4.19	.....	.....
237	Sacketts Harbor	Jefferson	.....	1.45	.....	.....
238	Henderson Harbor	Jefferson	.....	5.09	.....	.....
239	Delhi—Middletown	Delaware	.....	4.96	.....	.....
240	Waterford—Cohoes	Saratoga	.....	1.00	.....	.....
241	Saratoga—Ballston	Saratoga	.....	4.36	.....	.....
242	Saratoga—Glens Falls, Sec. 2	Saratoga	.....	1.25	.....	.....
243	Mechanicville—Stillwater	Saratoga	.....	1.84	.....	.....
244	Saratoga—Schuylerville	Saratoga	.....	6.01	.....	.....
245	Coleman Hill, Sec. 1	Onondaga	.....	1.21	.....	.....
246	Gloversville—Meco—Phelps	Fulton	.....	2.03	.....	.....
247	Johnstown—Kecks Center	Fulton	.....	4.67	.....	.....
248	Gloversville—Broadalbin	Fulton	.....	2.02	.....	.....
249	Old Plank	Fulton	.....	3.14	.....	.....
250	Utica—Oneida Castle, Sec. 1	Oneida	.....	8.53	.....	.....

251	Griswold Street	Niagara	.....	3.15	.....	.....	
252	Clifton, Sec. 2	Monroe	.....	2.92	.....	.....	
253	Lyell	Monroe	.....	2.12	.....	.....	
254	Chili, Sec. 1	Monroe	.....	3.11	.....	.....	
255	Chili, Sec. 2	Monroe	.....	2.56	.....	.....	
256	Little Ridge, Sec. 3	Monroe	.....	3.60	.....	.....	
257	Little Ridge, Sec. 4	Monroe	.....	3.36	.....	.....	
258	Plattsburg—Keeseville, Sec. 3	Clinton	.....	5.44	.....	.....	
259	Plattsburg—Mooers, Sec. 2	Clinton	.....	7.34	.....	.....	
260	Plattsburg—Mooers, Sec. 3	Clinton	.....	4.31	.....	.....	
261	Peekskill—Salem Center, Sec. 1	Westchester	.....	5.86	.....	.....	
262	Peekskill—Salem Center, Sec. 2	Westchester	.....	4.66	.....	.....	
263	Aurora—Buffalo, Sec. 2	Erie	.....	4.23	.....	.....	
264	Aurora—Buffalo, Sec. 3	Erie	.....	0.74	.....	.....	
265	Deposit	Broome	.....	2.78	.....	.....	
266	Tunnel	Broome	.....	1.70	.....	.....	
267	Castle Creek	Broome	.....	6.00	.....	.....	
268	Bridge Road	Broome	.....	1.00	.....	.....	
269	Hilton	Monroe	.....	4.30	.....	.....	
270	Birch Hill	Nassau	.....	1.16	.....	.....	
271	Utica—Oneida Castle, Sec. 2	Oneida	.....	8.53	.....	.....	
272	Orchard Park, Sec. 5	Erie	.....	1.21	.....	.....	
273	Seneca River, North side	Seneca	.....	1.30	.....	.....	
274	Gulf Bridge	Broome	.....	1.75	.....	.....	
275	Union—Maine	Broome	.....	3.04	.....	.....	
276	Barnard's Crossing, Secs. 1 and 2	Monroe	.....	4.14	.....	.....	
277	Lake Pleasant—Speculator	Hamilton	.....	3.44	.....	.....	
278	Syracuse—Watertown	Oswego	.....	2.41	.....	.....	
279	West Oswego River	Oswego	.....	2.48	.....	.....	

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
280	Oswego—Sterling	Oswego	.....	1.66	.....	.....
281§	West Point—Central Valley	Orange	.....	.....	.....	.....
282	Greenville—Slate Hill	Orange	.....	7.13	.....	.....
283	Greenville—Port Jervis	Orange	.....	5.11	.....	.....
284	Averill Park—Crooked Lake	Rensselaer	.....	3.61	.....	.....
285	Nassau—Brainard	Rensselaer	.....	3.65	.....	.....
286	Left Fork—German Church—Redman	Monroe	.....	5.55	.....	.....
287	Rensselaer—Best	Rensselaer	.....	4.75	.....	.....
288	Troy—Sand Lake, Sec. 2	Rensselaer	.....	3.72	.....	.....
289‖	Crescent Avenue	Suffolk	.....	.....	.....	.....
290	South Salina Street	Onondaga	.....	1.06	.....	.....
291	Cemetery	Onondaga	.....	0.89	.....	.....
292	West Lake, Sec. 2	Onondaga	.....	1.00	.....	.....
293	East Lake, Sec. 2	Onondaga	.....	1.00	.....	.....
294	Clover Street, Sec. 1	Monroe	.....	5.89	.....	.....
295	Mohawk River—Floyd	Oneida	.....	2.80	.....	.....
296	Mohawk River—Marcy	Oneida	.....	4.54	.....	.....
297	Mohawk River—Deerfield	Oneida	.....	3.74	.....	.....
298	Amsterdam—Hagaman	Montgomery	.....	2.20	.....	.....
299	Saulwaters Corners—Young Corners	Montgomery	.....	2.77	.....	.....
300	DeGraff Corners—Sherburne Corners	Montgomery	.....	1.13	.....	.....
301	Minaville—Scotch Bush	Montgomery	.....	2.34	.....	.....
302	Fonda—Berryville	Montgomery	.....	2.00	.....	.....
303	Fonda—Tribes Hill	Montgomery	.....	2.21	.....	.....

304.....	Sprakers—Rural Grove, Sec. 1	Montgomery	.....	5.66	.....	.....
305.....	Kingston—Ellenville, Sec. 2	Ulster	.....	7.25	.....	.....
306.....	Kingston—Ulster Landing	Ulster	.....	5.56	.....	.....
307.....	Plattekill—Modena	Ulster	.....	7.16	.....	.....
308.....	New Paltz—Rifton	Ulster	.....	4.16	.....	.....
309¶.....	Post, Part 2	Ulster	.....	.....	.....	.....
310.....	Old Post Road	Ulster	.....	4.25	.....	.....
311‡.....	Post, Part 4	Ulster	.....	.....	.....	6.53
312.....	Middletown—Cuddebackville, Sec. 1	Orange	.....	4.40	.....	.....
313.....	Middletown—Cuddebackville, Sec. 2	Orange	.....	5.18	.....	.....
313A....	Middletown—Cuddebackville, Sec. 2	Orange	.....	1.00	.....	.....
314.....	Gilbertsville—Mt. Upton	Otsego	.....	4.37	.....	.....
315.....	Morris—Gilbertsville, Sec. 1	Otsego	.....	3.54	.....	.....
316.....	Colliersville—Emmons	Otsego	.....	1.26	.....	.....
317.....	Shady Side—Otego	Otsego	.....	2.73	.....	.....
318.....	Colliersville—Milford Center	Otsego	.....	2.03	.....	.....
319.....	Schenevus—Maryland	Otsego	.....	3.66	.....	.....
320.....	Reservation Road—Fayette	Seneca	.....	5.72	.....	.....
321.....	Reservation Road—Varick	Seneca	.....	4.31	.....	.....
322.....	Reservation Road—Romulus	Seneca	.....	.....	.....	2.45
323.....	Reservation Road—Ovid	Seneca	.....	3.86	.....	.....
324.....	Center Road—Fayette, Part 1	Seneca	.....	3.19	.....	.....
325.....	Center Road—Fayette, Part 2	Seneca	.....	.....	.....	3.02
326.....	Center Road—Varick	Seneca	.....	.....	4.03	.....
327*d*.....	Center Road—Romulus	Seneca	.....	.....	.....	.....

uses adjacent to Highway No. 289 for Federal purposes. This number is therefore void.
way No. 5328.
5114, and part of State Highway No. 5176.
ate System.
y No. 5282.

List of all County Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
328	Valley Road—Marcellus	Onondaga	.....	1.31	.....	.....
329	Valley Road—Camillus	Onondaga	.....	2.32	.....	.....
330	Skaneateles—Hamilton, Sec. 1	Onondaga	.....	2.44	.....	.....
331	Peekskill—Salem Center, Sec. 3	Westchester	.....	3.88	.....	.....
332	Peekskill—Salem Center, Sec. 4	Westchester	.....	3.23	.....	.....
333	Geneva—Canandaigua, Sec. 3	Ontario	.....	1.09	.....	.....
334	Lyons—Geneva	Ontario	.....	1.69	.....	.....
335	Victor—Mendon, Sec. 1	Ontario	.....	5.20	.....	.....
336	Cayuga Heights	Tompkins	.....	3.17	.....	.....
337	Syracuse Turnpike	Madison	.....	1.58	.....	.....
338	Catskill Turnpike, Sec. 2	Tompkins	.....	1.38	.....	.....
339	Georgetown	Madison	.....	3.29	.....	.....
340	Saratoga—Corinth	Saratoga	.....	7.25	.....	.....
341	Stockport—Hudson	Columbia	.....	2.60	.....	.....
342	Chatham—Chatham Centre	Columbia	.....	1.12	.....	.....
343	Pawling—Patterson	Dutchess	.....	2.23	.....	.....
344	Millerton—North East Center	Dutchess	.....	1.78	.....	.....
345	Canajoharie—Sprout Brook	Montgomery	.....	4.66	.....	.....
346	Sprakers—Rural Grove, Sec. 2	Montgomery	.....	2.52	.....	.....
347	Canajoharie—Sharon Springs, Sec. 2	Montgomery	.....	2.94	.....	.....
348	Collamer	Onondaga	.....	1.90	.....	.....
349†	Saugerties—Catskill	Ulster	.....	.....	.....	.....
350	Highland—Gardner, Part 1	Ulster	.....	7.30	.....	.....
351	Highland—Gardner, Part 2	Ulster	.....	7.80	.....	.....

352.....	Kingston—Ellenville, Part 4.....	Ulster.....	.....	1.91	.....	.....	
353§.....	Woodstock—West Hurley.....	Ulster.....	.....	.....	.....	3.48	
354.....	Highland Landing—Highland.....	Ulster.....	.....	.....	1.17	.....	
355.....	Wellsburg.....	Chemung.....	.....	4.51	.....	.....	
356.....	Erin—Horseheads.....	Chemung.....	.....	9.22	.....	.....	
357.....	Grand Central Avenue.....	Chemung.....	.....	1.57	.....	.....	
358.....	Horseheads—Corning.....	Chemung.....	.....	7.14	.....	.....	
359.....	Frankfort—Utica, Sec. 2.....	Herkimer.....	.....	1.89	.....	.....	
360.....	Poland—Cold Brook.....	Herkimer.....	.....	0.35	.....	.....	
361.....	Johnstown—Tribes Hill.....	Fulton.....	.....	2.22	.....	.....	
362.....	Northville—Chapman's Corners.....	Fulton.....	.....	1.71	.....	.....	
363.....	Mayfield—Northville, Sec. 1.....	Fulton.....	.....	1.37	.....	.....	
364.....	Preston Hollow—Potter Hollow.....	Albany.....	.....	3.13	.....	.....	
365.....	Guilderland Center—Guilderland.....	Albany.....	.....	1.90	.....	.....	
366.....	New Scotland—Wolf Hill.....	Albany.....	.....	6.85	.....	.....	
367.....	Glenmont—Feura Bush.....	Albany.....	.....	6.77	.....	.....	
368.....	Augusta Road—Augusta Section.....	Oneida.....	.....	3.38	.....	.....	
369.....	Augusta Road—Oriskany Falls Section.....	Oneida.....	.....	2.99	.....	.....	
370.....	Minetto.....	Oswego.....	.....	0.48	.....	.....	
371.....	Clinton Street, Sec. 1.....	Erie.....	.....	5.65	.....	.....	
372.....	Clinton Street, Sec. 2.....	Erie.....	.....	6.14	.....	.....	
373.....	Goodrich.....	Erie.....	.....	8.77	.....	.....	
374.....	Maine.....	Broome.....	.....	3.37	.....	.....	
375.....	Barker.....	Broome.....	.....	0.62	.....	.....	
376.....	Gloversville—Bull Run.....	Fulton.....	.....	2.38	.....	.....	
377.....	Cincinnatus.....	Cortland.....	.....	0.42	.....	.....	
378.....	McGrawville.....	Cortland.....	.....	2.92	.....	.....	

† Under construction as State Highway No. 5169.
§ 0.93 mile flooded by Ashokan Reservoir; 3.48 miles designated by the Commission as State System.

List of all County Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order—(*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
379.....	Harford.....	Cortland.....	.....	0.91	.....	.....
380.....	State Road—Homer.....	Cortland.....	.....	4.39	.....	.....
381.....	State Road—Scott.....	Cortland.....	.....	2.72	.....	.....
382.....	Walden—Pine Bush.....	Orange.....	.....	6.57	.....	.....
383.....	Owasco.....	Cayuga.....	.....	2.19	.....	.....
384.....	Fleming.....	Cayuga.....	.....	3.17	.....	.....
385.....	Albany—Schenectady, Sec. 2.....	Albany.....	.....	5.14	.....	.....
386.....	Five Corners—Kuckville, Sec. 1.....	Orleans.....	.....	3.47	.....	.....
387.....	Five Corners—Kuckville, Sec. 2.....	Orleans.....	.....	5.80	.....	.....
388.....	Kendalls Corners.....	Orleans.....	.....	3.42	.....	.....
389.....	Maple Ridge, Sec. 1.....	Orleans.....	.....	3.07	.....	.....
390.....	Maple Ridge, Sec. 2.....	Orleans.....	.....	2.80	.....	.....
391.....	Clarendon—Holly, Sec. 1.....	Orleans.....	.....	4.54	.....	.....
392.....	Oak Orchard, Sec. 1.....	Orleans.....	.....	3.34	.....	.....
393.....	Oak Orchard, Part 2.....	Orleans.....	.....	3.61	.....	.....
394.....	Oak Orchard, Part 3.....	Orleans.....	.....	3.24	.....	.....
395.....	Medina—Alabama.....	Orleans.....	.....	5.40	.....	.....
396‡.....	Bristol Valley, Part 2.....	Ontario.....	.....	.....	.....	6.68
397.....	Canajoharie—Flat Creek—Blaine.....	Montgomery.....	.....	6.67	.....	.....
398††....	County Line.....	Orleans and Monroe.....	.....	5.55	.....	.....
399.....	Latta.....	Monroe.....	.....	6.84	.....	.....
400.....	Portland Avenue, Sec. 2.....	Monroe.....	.....	0.93	.....	.....
401.....	Rapids.....	Monroe.....	.....	1.90	.....	.....
402.....	Buffalo, Sec. 3.....	Monroe.....	.....	3.62	.....	.....

403.....	Churchville—Riga.....	Monroe.....	.....	2.08	.....	.....	
404‡.....	Bristol Valley, Part 3.....	Ontario.....	.....	.....	.....	2.60	
405.....	Kitchawan—Croton Lake.....	Westchester.....	.....	2.25	.....	.....	
406.....	Augusta Road—Vernon Center Section.....	Oneida.....	.....	3.88	.....	.....	
407.....	Troy—Schenectady, Sec. 2.....	Schenectady.....	.....	3.03	.....	.....	
408.....	Rich's Dugway—Penfield.....	Monroe.....	.....	2.43	.....	.....	
409.....	Fort Plain—Starkville.....	Montgomery.....	.....	6.22	.....	.....	
410.....	Fort Plain—Hessville.....	Montgomery.....	.....	.....	.....	5.52	
411‖.....	West Point—Cornwall.....	Orange.....	.....	.....	2.47	.....	
412.....	Port Jervis—Sullivan County Line, Sec. 1.....	Orange.....	.....	5.74	.....	.....	
413.....	Highland Mills—Monroe.....	Orange.....	.....	3.27	.....	.....	
414.....	Scott's Corners—Burnside.....	Orange.....	.....	5.54	.....	.....	
415.....	Newburg—Cornwall.....	Orange.....	.....	3.37	.....	.....	
416.....	Rockland County Line—Tuxedo.....	Orange.....	.....	5.89	.....	.....	
417.....	Glens Falls—Lake George.....	Warren.....	.....	7.56	.....	.....	
418.....	Lake George—Bolton Landing.....	Warren.....	.....	9.74	.....	.....	
419.....	Rosendale—Perrine's Bridge.....	Ulster.....	.....	.....	.....	1.96	
420.....	Vestal.....	Broome.....	.....	3.69	.....	.....	
421.....	Conklin.....	Broome.....	.....	7.83	.....	.....	
422‡†....	Bearsville—Beechford—Mt. Pleasant.....	Ulster.....	.....	.....	.....	6.83	
423.....	Watertown—Theresa, Sec. 3.....	Jefferson.....	.....	4.19	.....	.....	
424.....	Belleville—Adams, Sec. 1.....	Jefferson.....	.....	1.60	.....	.....	
425.....	Adams—Watertown, Sec. 2.....	Jefferson.....	.....	3.16	.....	.....	
426.....	State, Sec. 2.....	Jefferson.....	.....	4.05	.....	.....	
427.....	Watertown—Carthage, Sec. 2.....	Jefferson.....	.....	5.47	.....	.....	

‡ Designated by the Commission as State System.
‖ Contract awarded but injunction prevented construction.
† Original plans 8.85 miles: 2.02 miles constructed as County Highway No. 16.
†† Half in Orleans and half in Monroe county. Total length, 5.55 miles.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of Highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
428	Watertown—Carthage, Sec. 3	Jefferson	.....	4.88	.....	.....
429	Thompson	Onondaga	.....	2.83	.....	.....
430	Jordan Valley, Sec. 1	Onondaga	.....	1.72	.....	.....
431	Skaneateles—Spafford	Onondaga	.....	2.50	.....	.....
432	Rhinebeck—Hyde Park	Dutchess	.....	3.26	.....	.....
433	Chazy—Chazy Landing—Ober's Corner	Clinton	.....	4.60	.....	.....
434	Arrandale—Bay View	Nassau	.....	1.69	.....	.....
435	South Glenwood—Meeting House	Nassau	.....	1.94	.....	.....
436	Jericho Turnpike—Plainview	Nassau	.....	6.98	.....	.....
437	Jerusalem Avenue—Front Street	Nassau	.....	7.09	.....	.....
438	Augusta Road, Lowell and Spencer Sections	Oneida	.....	7.10	.....	.....
439	East Nassau—Brainard	Rensselaer	.....	3.78	.....	.....
440	Philadelphia	Jefferson	.....	5.40	.....	.....
441	Saratoga—Glens Falls, Secs. 4 and 5	Saratoga	.....	8.32	.....	.....
442	Saratoga—Gansevoort	Saratoga	.....	6.14	.....	.....
443	Saratoga—Greenfield—Schuylerville—Glens Falls	Saratoga	.....	6.28	.....	.....
444	Riverside Drive	Broome	.....	1.14	.....	.....
445	Lisle—Center Lisle	Broome	.....	2.70	.....	.....
446	Cortland—Groton, Sec. 1	Cortland	.....	1.35	.....	.....
447	Warwick—Greenwood Lake	Orange	.....	5.86	.....	.....
448	Port Jervis—Sullivan County Line, Part 2	Orange	.....	.....	.....	3.66
449	Burnside—Washingtonville	Orange	.....	.....	.....	3.19
450	Phoenix—Pennellville	Oswego	.....	1.92	.....	.....
451	Minetto—Fulton	Oswego	.....	1.99	.....	.....

452.....	Cicero—South Bay	Onondaga	.....	3.53	.....	.....
453.....	Poughkeepsie—Hyde Park	Dutchess	.....	4.00	.....	.....
454.....	Ithaca	Tompkins	.....	3.66	.....	.....
455.....	Wyckoff	Tompkins	.....	0.34	.....	.....
456.....	Little Falls—East Creek	Herkimer	.....	5.39	.....	.....
457.....	Little Falls—Herkimer	Herkimer	.....	5.32	.....	.....
458.....	Herkimer—Frankfort	Herkimer	.....	3.69	.....	.....
459.....	East Schuyler—Deerfield	Herkimer	.....	5.53	.....	.....
460.....	Herkimer—Middleville	Herkimer	.....	6.30	.....	.....
461.....	Middleville—Poland	Herkimer	.....	6.07	.....	.....
462.....	Old Forge—McKeever	Herkimer	.....	10.34	.....	.....
463.....	Manheim Center—Salisbury	Herkimer	.....	5.52	.....	.....
464.....	Salisbury Center—Stratford	Herkimer	.....	5.46	.....	.....
465.....	Salisbury Center—Burrells	Herkimer	.....	5.43	.....	.....
466.....	Burrells—Middleville	Herkimer	.....	.....	5.58	.....
467.....	Newport—Norway—Cold Brook	Herkimer	.....	6.92	.....	.....
468.....	Little Falls—Fairfield	Herkimer	.....	.....	.....	5.55
469‡.....	Ilion—Cedarville	Herkimer	.....	.....	.....	7.19
470†.....	Mohawk—Jordanville	Herkimer	.....	.....	.....	7.46
471††....	Jordanville—Richfield Springs—Warren	Herkimer	.....	.....	.....	4.10
472.....	Columbia—Mohawk	Herkimer	.....	.....	.....	2.63
473‡.....	Little Falls—Jacksonburg	Herkimer	.....	.....	.....	3.03
474.....	Clover Street, Sec. 2	Monroe	.....	1.95	.....	.....
475.....	Suspension Bridge—Lewiston	Niagara	.....	2.42	.....	.....
476.....	Ausable Forks—Clintonville	Clinton	.....	5.38	.....	.....
477.....	Valley Falls	Rensselaer	.....	6.43	.....	.....
478.....	Haynersville—Raymertown	Rensselaer	.....	3.21	.....	.....

† 3.19 miles designated by the Commission as State System.
†† 3.61 miles designated by the Commission as State System.
‡ Designated by the Commission as State System.

List of all County Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
479	Fairport, Sec. 2	Monroe	.....	0.27	.....	.....
480	Buffalo, Sec. 4	Monroe	.....	3.02	.....	.....
481	Despatch—Pittsford	Monroe	.....	0.99	.....	.....
482	Dansville—Mt. Morris, Sec. 3	Livingston	.....	2.23	.....	.....
483	Catskill Turnpike, Sec. 3	Tompkins	.....	4.44	.....	.....
484	Canandaigua—Victor	Ontario	.....	6.79	.....	.....
485	W. Bloomfield—Honeoye Falls	Ontario	.....	3.76	.....	.....
486	Skaneateles: West Lake, Secs. 3, 4 and 5	Onondaga	.....	3.37	.....	.....
487	Elbridge	Onondaga	.....	3.66	.....	.....
488	Belle Isle	Onondaga	.....	2.07	.....	.....
489	Tully	Onondaga	.....	4.44	.....	.....
490	Hoosick—North Hoosick	Rensselaer	.....	6.35	.....	.....
491	Hilton—Bartlett's Corners	Monroe	.....	1.01	.....	.....
492	Lake, Sec. 2 and Sweden, Sec. 4	Monroe	.....	5.75	.....	.....
493	Mendon—Pittsford	Monroe	.....	6.26	.....	.....
493A	Mendon—Pittsford	Monroe	.....	0.48	.....	.....
494	East Henrietta—Rochester	Monroe	.....	4.43	.....	.....
495	Parma Corners—Spencerport—North Chili	Monroe.....Spencerport	0.42	6.15	.....	.....
496*	Brockport—Holley, Part 1	Monroe	.....	.....	.....	2.26
497	Pittsford—North Henrietta	Monroe	.....	2.67	.....	.....
498†	West Point—Central Valley, Part 2	Orange	.....	.....	.....	.....
499	Middletown—Montgomery	Orange	.....	.....	.....	9.03
500††	Cedar Hill Cemetery; Unionville—New Jersey Line; New Hampton—Denton; Greenwood Lake—Tuxedo Road	Orange	.....	.....	.....	4.75

501.....	Goshen—Middletown	Orange	.....	.....	.....	5.25	
502.....	Honeoye Falls—Pittsford Town Line	Monroe	.....	5.19	.....	.....	
503	Tarrytown—White Plains—Rye	Westchester	Elmsford 1.61	7.32	.....	.....	
504.....	Troy—Speigletown	Rensselaer	.....	1.69	.....	.....	
505.....	Norwich—North Norwich	Chenango	.....	4.60	.....	.....	
506.....	Chittenango—Eagle Village	Madison	.....	2.18	.....	.....	
507.....	Transit, Sec. 3	Niagara	.....	4.68	.....	.....	
508.....	Selkirk—Coeymans	Albany	.....	4.77	.....	.....	
509.....	Oswego—Mexico, Sec. 1	Oswego	.....	5.40	.....	.....	
510.....	Homer—Tully, Sec. 1	Cortland	.....	4.17	.....	.....	
511.....	Glen—Charleston	Montgomery	.....	.....	.....	3.81	
512.....	Akin—Johnstown	Montgomery	.....	.....	.....	3.56	
513¶.....	Amsterdam—Morris Corner	Montgomery	.....	.....	.....	2.52	
514†††...	Ft. Hunter—Amsterdam—Snooks Corner	Montgomery	.....	.....	.....	6.46	
515**....	Sammonsville—Fonda—Yosts	Montgomery	.....	.....	.....	1.61	
516.....	Johnstown—Tribes Hill, Part 2	Montgomery	.....	.....	.....	2.75	
517***. .	Nelliston—Palatine Bridge—Stone Arabia	Montgomery	.....	.....	.....	3.41	
518§.....	East Creek—Palatine Church	Montgomery	.....	.....	.....	.....	
519.....	Mt. Kisco—Pleasantville	Westchester	.....	3.92	.....	.....	
520.....	Pleasantville—Pocantico Hills	Westchester	.....	3.55	.....	.....	
521.....	Massena—Waddington, Secs. 1 and 4	St. Lawrence	.....	8.62	.....	.....	
522.....	Clarence—Hunts Corners	Erie	.....	4.75	.....	.....	
523.....	Hamburgh—North Collins	Erie	.....	8.86	.....	.....	
524.....	North Collins—Lawton	Erie	.....	5.43	.....	.....	

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System.

constructed as part of State Highway No. 5176.
by the Commission as State System.
part of State Highway No. 5125.
part of State Highway No. 5123.
)28; 1.89 miles constructed as State Highway No. 5109.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
525.....	Lawton—Gowanda.....	Erie.....	.....	3.41	.....	.....
525A....	Lawton—Gowanda, State Farm.....	Erie.....	.....	0.59	.....	.....
526.....	Collins—Morton's Corners, Sec. 1.....	Erie.....	.....	4.01	.....	.....
527.....	Hamburgh—Springville, Sec. 1.....	Erie.....	.....	9.47	.....	.....
528.....	Hamburgh—Springville, Sec. 2.....	Erie.....	.....	7.34	.....	.....
529.....	Alden—Town Line and Clinton St.—Marilla.....	Erie.....	.....	6.02	.....	.....
530.....	Base Line—Grand Island, Sec. 1.....	Erie.....	.....	1.81	.....	.....
531.....	Base Line—Grand Island, Sec. 2.....	Erie.....	.....	2.59	.....	.....
532.....	Base Line—Grand Island, Sec. 3.....	Erie.....	.....	1.87	.....	.....
533.....	West Chazy—Chazy.....	Clinton.....	.....	6.34	.....	.....
534.....	Northeast Center—Sharon Station.....	Dutchess.....	.....	3.65	.....	.....
535.....	Cortland—Dryden, Sec. 2.....	Cortland	.....	2.70	.....	.....
536.....	Schodack Center—Nassau.....	Rensselaer.....	.....	5.19	.....	.....
537.....	Amenia—Wassaic.....	Dutchess.....	.....	4.83	.....	.....
538‡.....	Ridge—Rochester—Sea Breeze.....	Monroe.....	.....	5.67	.....	.....
539.....	Fulton—Volney.....	Oswego.....	.....	2.09	.....	.....
540.....	Chatham—Spencertown.....	Columbia.....	.....	4.32	.....	.....
541.....	Mayfield—Northville.....	Fulton.....	.....	6.79	.....	.....
542.....	School House—Caroga Creek.....	Fulton.....	.....	2.69	.....	.....
543.....	Johnstown—Broadalbin, Sec. 2.....	Fulton.....	.....	6.35	.....	.....
544.....	Johnstown—Broadalbin, Part 1.....	Fulton.....	.....	5.77	.....	.....
545.....	Syosset—Cold Spring Harbor.....	Nassau.....	.....	3.22	.....	.....
546.....	New Bridge.....	Nassau.....	.....	6.02	.....	.....
547.....	Willets—East Williston—Westbury Pond.....	Nassau.....	.....	6.43	.....	.....

548.....	Berry Hill, Part 1	Nassau	.....	4.74	.....	.....
548*.....	Berry Hill, Part 2	Nassau	.....	.....	.....	2.81
549.....	Poughkeepsie—Pleasant Valley	Dutchess	.....	6.93	.....	.....
550.....	Violet Avenue—East Park	Dutchess	.....	1.99	.....	.....
551.....	Fishkill—Hughsonville	Dutchess	.....	2.91	.....	.....
552.....	Rhinebeck—Elizaville	Dutchess	.....	5.54	.....	.....
553.....	Fly	Onondaga	.....	2.33	.....	.....
554.....	Fabius	Onondaga	.....	4.91	.....	.....
555**....	East Syracuse—Chittenango	Onondaga	.....	7.79	.....	.....
556.....	Manlius—Chittenango	Onondaga	.....	3.22	.....	.....
557.....	Vesper—South Onondaga	Onondaga	.....	6.19	.....	.....
558§.....	Genesee Turnpike—Camillus	Onondaga	.....	.....	.....	.....
559.....	Utica—Bridgewater	Oneida	.....	9.09	.....	.....
560.....	Mohawk River Road—Rome	Oneida	.....	2.42	.....	.....
561¶....	Rome—Northwestern, Sec. 1	Oneida	.....	4.48	.....	.....
562¶....	Rome—Northwestern, Sec. 2	Oneida	.....	3.87	.....	.....
563.....	Rome—Taberg	Oneida	.....	5.11	.....	.....
564.....	Rome Roads, Augusta and Westmoreland Sections...	Oneida	.....	5.02	.....	.....
565.....	Watertown—Theresa, Sec. 1	Jefferson	.....	7.35	.....	.....
566.....	Wolf Hill—Berne	Albany	.....	7.34	.....	.....
567.....	Matteawan—Wicopee	Dutchess	.....	4.71	.....	.....
568.....	Millbrook—Lithgow	Dutchess	.....	4.40	.....	.....
569.....	Baldwin Place—Mahopac	Putnam	.....	5.90	.....	.....
570.....	Carmel—Kent	Putnam	.....	5.02	.....	.....

* Not indicated on map approved by Legislature. Part 1 constructed and appropriation exhausted.
‡ Part in City of Rochester.
** 0.85 mile constructed as County Highway on State Route No. 6.
¶ Portion of original plans omitted through Delta Reservoir.
§ Constructed as State Highway No. 5016 and parts of State Highway Nos. 5143 and 5318.

List of all County Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
571.....	Spring Avenue—Troy—Poestenkill.....	Rensselaer.....	.....	2.61	.....	.....
572.....	New Paltz—Plattekill.....	Ulster.....	.....	.....	.....	3.87
573.....	Sea Breeze—Nine Mile Point.....	Monroe.....	.....	6.38	.....	.....
574*a*.....	Fairport—Nine Mile Point.....	Monroe.....Webster	1.09	4.72	.....	.....
575.....	Honeoye Falls—Rush.....	Monroe.....	.....	4.08	.....	.....
576.....	Montgomery—Bullville.....	Orange.....	.....	.....	.....	7.51
577.....	Schenectady—Guilderland.....	Schenectady.....	.....	7.10	.....	.....
578‡.....	Albion—Eagle Harbor Quarry; Albion—Annis Corners	Orleans.....	.....	.....	.....	3.67
579.....	Barre Center—West Barre.....	Orleans.....	.....	4.63	.....	.....
580.....	Fancher—Brockville.....	Orleans.....	.....	.....	.....	1.30
581.....	Yates Center—Lyndenville.....	Orleans.....	.....	.....	.....	3.85
582§	Holley—Ridge and Brockport—Holley.....	Orleans.....	.....	.....	.....	3.56
583.....	Couse—Luther.....	Rensselaer.....	.....	3.40	.....	.....
584.....	Skinnersville—New Home Bridge.....	Erie.....	.....	7.96	.....	.....
585.....	Towners Corners—County Line.....	Putnam.....	.....	4.25	.....	.....
586.....	East Pembroke—Batavia.....	Genesee.....	.....	5.58	.....	.....
587.....	Mt. Kisco—Millwood.....	Westchester.....	.....	4.39	.....	.....
588**....	Monroe—Orleans County Line, Part 2.....	Orleans and Monroe.....	.....	2.08	.....	.....
589.....	Nevis—Blue Store.....	Columbia.....	.....	3.81	.....	.....
590.....	Auburn—Seneca Falls, Sec. 1.....	Cayuga.....	.....	7.96	.....	.....
591.....	Moravia—Niles.....	Cayuga.....	.....	10.85	.....	.....
592.....	Auburn—Elbridge.....	Cayuga.....	.....	5.61	.....	.....
593.....	Highland Lake—Tompkins Cove.....	Rockland.....	.....	5.88	.....	.....
594‡*b*....	Rensselaer—Defreestville.....	Rensselaer.....	.....	.....	.....	2.06

595.....	Homer—Tully, Sec. 2	Cortland	.....	5.43	.....	.....	
596.....	Norwich—South New Berlin, Sec. 1	Chenango	.....	3.42	.....	.....	
596-A....	Norwich—South New Berlin	Chenango	.....	0.34	.....	.....	
597.....	Norwich—Kings Settlement	Chenango	.....	3.55	.....	.....	
598.....	Norwich—Preston	Chenango	.....	5.09	.....	.....	
598-A....	Norwich—Preston	Chenango	.....	0.22	.....	.....	
599.....	Smyrna—Otselic	Chenango	.....	6.48	.....	.....	
600†.....	Monroe—Chester	Orange	.....	.....	.....	3.55	
601.....	Olean—Allegbany	Cattaraugus.....Olean	1.94	3.09	.....	.....	
602.....	Bearsville—Willow	Ulster	.....	.....	.....	5.57	
603*.....	Napanoch—Montela	Ulster	.....	.....	.....	10.27	
604.....	Troy—Schenectady, Sec. 3	Albany	.....	3.88	.....	.....	
605‡.....	Highland Lake—Fort Montgomery	Orange	.....	.....	.....	2.04	
606.....	Cayuga Heights—Hanshaw's Corners	Tompkins	.....	2.12	.....	.....	
607.....	Manchester—Clifton Springs	Ontario	.....	4.35	.....	.....	
608.....	Phelps—Clifton Springs	Ontario	.....	2.21	.....	.....	
609.....	Washington Hollow—Millbrook	Dutchess	.....	1.63	.....	.....	
610.....	Mechanicville—Malta	Saratoga	.....	7.42	.....	.....	
611.....	Malta—Saratoga	Saratoga	.....	6.64	.....	.....	
612.	Pawling—Dover Town Line	Dutchess	.....	2.92	.....	.....	
613.....	Catskill—South Cairo	Greene	.....	5.60	.....	.....	
614.....	Auburn—Owasco	Cayuga	.....	6.08	.....	.....	
615.....	New Lebanon—Brainard	Columbia	.....	8.03	.....	.....	
616.....	Trumansburg—Ithaca	Tompkins	.....	8.66	.....	.....	

‡ Designat
† Original
** Half in
§ Original
¶ 0.67 mile
* Part not
a Original

State Highway No. 5144.
length, 2.09 miles.
State Highway No. 5025; 1.01 miles designated by the Commission as State System.

List of all County Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
617.....	Lewiston—Dickersonville.....	Niagara.....	.....	4.80	.....	.....
618.....	Meco—Caroga Lake.....	Fulton.....	.....	.....	.....	8.81
619.....	Sammonsville—Johnstown.....	Fulton.....	.....	.....	.....	2.14
620.....	Ephratah—Kecks Center.....	Fulton.....	.....	.....	.....	7.06
621†....	St. Johnsville—Oppenheim and Lassellville.....	Fulton.....	.....	.....	.....	7.14
622.....	Mt. Morris—Geneseo.....	Livingston.....	.....	5.20	.....	.....
623.....	Geneseo—Avon.....	Livingston.....	.....	6.99	.....	.....
624.....	Carthage—Wilna.....	Jefferson.....	.....	3.08	.....	.....
625.....	Theresa—Antwerp, Part 2.....	Jefferson.....	.....	5.37	.....	.....
626.....	Burrs Mills—South Champion.....	Jefferson.....	.....	4.56	.....	.....
627.....	Wicopee—Beekman.....	Dutchess.....	.....	8.10	.....	.....
628.....	Rock City—Lafayetteville.....	Dutchess.....	.....	4.66	.....	.....
629§....	Casper Creek—Wappinger Falls.....	Dutchess.....	.....	.....	.....	.....
630.....	Troy—Schenectady, Sec. 4.....	Albany.....	.....	2.24	.....	.....
631.....	Eagle Mills—Clums Corners.....	Rensselaer.....	.....	2.25	.....	.....
632*....	Hoffman—Cranesville.....	Montgomery.....	.....	.....	.....	.....
633.....	East Hamlin—Lake Ontario.....	Monroe.....	.....	3.73	.....	.....
634.....	Buffalo, Part 5.....	Monroe.....	.....	3.43	.....	.....
635.....	Geneva—Halls Corners.....	Ontario.....	.....	5.04	.....	.....
636.....	Stanley—Geneva.....	Ontario.....	.....	3.16	.....	.....
637.....	Manchester—Victor.....	Ontario.....	.....	5.12	.....	.....
638.....	Geneva.....	Ontario.....	.....	1.02	.....	.....
639.....	Cheshire—McJannetts Hill	Ontario.....	.....	7.04	.....	.....
640.....	Rotterdam Junction—Pattersonville.....	Schenectady.....	.....	3.96	.....	.....

641.....	Schenectady—Rotterdam Junction.....	Schenectady.....	.....	4.76	.....	.....
642.....	Angola—Evans Center; Angola—Brant.....	Erie.....	.....	6.90	.....	.....
643.....	N. Tonawanda—Sanborn, Secs. 1 and 2.....	Niagara.....	.....	4.44	.....	.....
644.....	Alden—Town Line, Sec. 2.....	Erie.....	.....	0.73	.....	.....
645.....	Orchard Park—Griffin Mills, Secs. 1 and 2.....	Erie.....	.....	4.64	.....	.....
646.....	Indian Fields—Dormansville.....	Albany.....	.....	4.12	.....	.....
647‡....	Albany—Slingerlands.....	Albany.....	.....	.....	.....	.....
648.....	West Henrietta—West Rush.....	Monroe.....	.....	.....	.....	7.36
649.....	Stottville.....	Columbia.....	.....	1.02	.....	.....
650.....	Hudson—Hollowville.....	Columbia.....	.....	5.66	.....	.....
651.....	Clintonville—Keeseville.....	Clinton.....	.....	5.58	.....	.....
652.....	Champlain—Perrys Mills.....	Clinton.....	.....	3.25	.....	.....
653.....	Granby Roads.....	Oswego.....	.....	5.06	.....	.....
654.....	Oswego—Mexico, Sec. 2.....	Oswego.....	.....	5.35	.....	.....
655.....	Jordan—Cross Lake.....	Onondaga.....	.....	1.78	.....	.....
656.....	Sandy Hill—Glens Falls.....	Warren.....	.....	2.12	.....	.....
657.....	Croton River—Peekskill.....	Westchester.....	.....	6.01	.....	.....
658.....	County Line—Aiden Lair, Sec. 1.....	Essex.....	.....	3.64	.....	.....
659.....	Brunswick Center—Lansingburgh.....	Rensselaer.....	.....	5.07	.....	.....
660.....	Griswold Street—Bratts Bridge.....	Niagara.....	.....	5.98	.....	.....
661.....	Oswego: West Fifth Street—Fruit Valley.....	Oswego.....	.....	3.59	.....	.....
662.....	Gorham—Rushville.....	Ontario.....	.....	.....	.....	6.82
663.....	Otselic—South Otselic, Sec. 2.....	Chenango.....	.....	4.42	.....	.....
664.....	Otselic—South Otselic, Part 1.....	Chenango.....	.....	4.33	.....	.....
665.....	Oxford—McDonough, Part 2.....	Chenango.....	.....	5.13	.....	.....
666.....	Plymouth—Kirk.....	Chenango.....	.....	4.90	.....	.....

‡ Constructed as State Highway Nos. 5010 and 5237.
§ Constructed as State Highway No. 5050.
* 2.24 miles constructed as State Highway No. 5126.
† Part not indicated on map approved by Legislature.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER—(*Cont'd*).

Highway No.	Name of Highway	County		Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
667	Rockdale—Mt. Upton	Chenango		.....	2.33	.....	.....
668	Bainbridge—East Guilford, Part 2	Chenango		.....	1.11	.....	.....
669	Pompey—Jamesville	Onondaga		.....	5.97	.....	.....
670	Syracuse—Cold Spring	Onondaga		.....	.....	.....	3.42
671	Baldwinsville—Cold Spring	Onondaga	Baldwinsville	0.58	4.31	.....	.....
672	Syracuse—Bridgeport, Part 1	Onondaga		.....	.....	7.58	.....
673c	Cicero—Brewerton	Onondaga		.....	.....	.....	.....
674	Milford Center—Milford	Otsego		.....	6.52	.....	.....
675	Otego—Oneonta	Otsego	Oneonta	0.28	3.99	.....	.....
676	Otego—Wilseys Corners	Otsego		.....	2.05	.....	.....
677	Edmeston—West Burlington—Kelseys Corners	Otsego		.....	4.00	.....	.....
678	Morris—Gilbertsville	Otsego		.....	2.64	.....	.....
679	West Stephentown—Stephentown Center	Rensselaer		.....	4.14	.....	.....
680	Stephentown Center—Massachusetts	Rensselaer		.....	3.92	.....	.....
681	Ithaca—Dryden, Sec. 1	Tompkins		.....	5.23	.....	.....
682	Ithaca—Dryden, Sec. 2	Tompkins		.....	3.95	.....	.....
683	Dryden—Cortland	Tompkins		.....	3.57	.....	.....
684	Cato—Meridian—Baldwinsville	Cayuga		.....	4.40	.....	.....
685	Sterling—Oswego	Cayuga		.....	4.88	.....	.....
686	Weedsport—Cato	Cayuga	Cato	1.10	8.72	.....	.....
687	Fairhaven—Sterling—Martville	Cayuga		.....	5.30	.....	.....
687-A	Fairhaven—Sterling—Martville	Cayuga	Fairhaven	0.05	0.17	.....	.....
688	Augar	Orleans		.....	.....	.....	1.58
689	Spring Valley—Knapps Corners	Rockland		.....	3.57	.....	.....

690.....	Monsey—Egypt Corners	Rockland	.....	4.25	.....	.....
691.....	Riverside—Chestertown	Warren	.....	5.75	.....	.....
692.....	Loon Lake—Pottersville—Taylor's	Warren	.....	.....	8.94	.....
693.....	Amityville—Babylon	Suffolk	.....	3.82	.....	.....
694.....	Quogue—Riverhead	Suffolk	.....	7.69	.....	.....
695.....	Otto—Cattaraugus	Cattaraugus	.....	1.21	.....	.....
696.....	Otto—East Otto, Sec. 1	Cattaraugus	.....	4.10	.....	.....
697.....	Otto—East Otto. Sec. 2	Cattaraugus	.....	2.27	.....	.....
698.....	Falconer—Kennedy	Chautauqua	.....	1.04	.....	.....
699.....	Liberty—Jeffersonville, Sec. 1	Sullivan	.....	6.57	.....	.....
700.....	Liberty—Jeffersonville, Sec. 2	Sullivan	.....	5.15	.....	.....
701.....	Malone—North Bangor	Franklin	.....	4.51	.....	.....
702.....	Malone—Ft. Covington, Sec. 2	Franklin	.....	6.22	.....	.....
703.....	Malone—Ft. Covington, Sec. 3	Franklin	.....	4.19	.....	.....
704.....	New Berlin—Columbus	Chenango	.....	.....	4.71	.....
705.....	Sherburne—Furman's Mill	Chenango	.....	.....	3.81	.....
706††...	North Norwich—Sherburne	Chenango	.....	.....	.....	.....
707‡*b*...	Smithville Flats—Long Pond	Chenango	.....	.....	.....	1.83
708.....	Sidney—Unadilla	Otsego	.....	4.68	.....	.....
709.....	Millerton—County Line	Dutchess	Millerton	0.91	4.70	.....	.....
710**...	Red Hook—Rhinebeck	Dutchess	.....	.....	.....	.....
711‡....	Wassaic—Dover	Dutchess	.....	.....	.....	3.55

† Part designated by the Commission as State System.
‡ Designated by the Commission as State System.
†† All constructed as part of State Highway No. 5121.
** Constructed as State Highway No. 5092.
c Constructed as State Highway No. 5249.
b Original plans, 4.84 miles; 3.01 miles constructed as State Highway No. 5260.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
712.....	Amenia—Sharon Station	Dutchess	.....	2.29	.....	.....
713.....	North Tonawanda—Shawnee	Niagara	.....	5.13	.....	.....
714.....	Dansville—Mt. Morris, Sec. 1	Livingston	.....	5.37	.....	.....
715.....	Dansville—Mt. Morris, Part 2	Livingston	.....	4.54	.....	.....
716.....	Livonia—Lakeville	Livingston	.....	2.22	.....	.....
717.....	Livonia—Ontario County Line	Livingston	.....	.....	5.83	.....
718.....	Geneseo—Piffard	Livingston	.....	.....	2.12	.....
719.....	Greenville—Coxsackie, Sec. 2	Greene	.....	5.56	.....	.....
720.....	Sandy Hill—Adamsville	Washington	.....	5.20	.....	.....
720-A...	Dunham Basin	Washington	.....	0.24	.....	.....
721.....	White Creek—County Line	Washington	.....	3.17	.....	.....
722.....	Hebron Town Line—Granville	Washington	.....	2.06	.....	.....
723.....	Whitehall—Fort Ann Town Line	Washington	.....	4.77	.....	.....
724.....	Greenwich—Battenville	Washington	.....	3.98	.....	.....
725.....	Grand Central Avenue, Sec. 2	Chemung	.....	0.90	.....	.....
726.....	Chittenango—Oneida, Sec. 2	Madison.....Canastota	1.67	7.53	.....	.....
727§....	Chittenango—Oneida, Part 1	Madison	.....	.....	.....	.....
728.....	State Line—Orangeburg	Rockland	.....	2.82	.....	.....
729.....	Shawnee—Cambria	Niagara	.....	3.20	.....	.....
730.....	Portville—Olean, Sec. 1	Cattaraugus	.....	3.46	.....	.....
731.....	Portville—Olean, Sec. 2	Cattaraugus.....Olean	1.24	2.06	.....	.....
732.....	Ogdensburg—Canton, Sec. 1	St. Lawrence	.....	8.79	.....	.....
733.....	Ogdensburg—Canton, Sec. 2	St. Lawrence	.....	8.02	.....	.....
734.....	Potsdam—Parishville, Sec. 1	St. Lawrence	.....	5.12	.....	.....

735.....	Potsdam—Colton	St. Lawrence	.....	7.90	.....	.....	
736.....	North Creek—County Line	Warren	.....	4.12	.....	.....	
737.....	Cortland—Truxton—Cuyler	Cortland	.....	5.79	.....	.....	
738||....	Cortland—Truxton	Cortland	.....	6.51	.....	.....	
739†....	Turner Roads	Orange	.....	.....	.....	0.98	
740.....	Sanborn—Pekin	Niagara	.....	2.75	.....	.....	
741.....	Saratoga—Corinth, Part 2	Saratoga	.....	4.06	.....	.....	
742.....	Big Flats—Gibson	Steuben	.....	4.33	.....	.....	
743.....	Babylon—Bay Shore	Suffolk	.....	4.08	.....	.....	
744.....	Port Henry—Westport, Sec. 2	Essex	.....	3.75	.....	.....	
745.....	Taylor—Schroon Lake Village	Essex	.....	5.46	.....	.....	
746.....	Carleys Mills—Parish	Oswego	.....	1.12	.....	.....	
746‡....	Parish—Colosse	Oswego	.....	.....	.....	0.41	
747.....	Delhi—Bloomville	Delaware	.....	5.91	.....	.....	
748.....	Pleasant Valley—Washington Hollow	Dutchess...Pleasant Valley	1.49	5.46	.....	.....	
749.....	Lockport—Tonawanda Creek	Niagara	.....	.....	10.30	.....	
750.....	Clarence Center	Erie	.....	5.95	.....	.....	
751.....	Aurora—Glenwood, Part 2	Erie	.....	7.07	.....	.....	
752.....	Auburn—Wyckoff	Cayuga	.....	2.89	.....	.....	
753.....	Fleming—Scipio	Cayuga	.....	1.40	.....	.....	
754.....	Bath—Savona	Steuben	.....	1.46	.....	.....	
755.....	Altamont—Knox	Albany	.....	4.25	.....	.....	
756.....	Aiden Lair—Newcomb, Sec. 2	Essex	.....	7.03	.....	.....	
757.....	Gasport—Hartland, Part 1	Niagara	.....	2.78	.....	.....	
758*....	Olcott—Lockport, Part 1	Niagara	.....	.....	.....	8.33	

‡ Designated by the Commission as State System.
§ 3.20 miles constructed as State Highway No. 5014, and 1.95 miles constructed as State Highway No. 5120.
|| Constructed as County Highway on State Route No. 9.
† Part designated by the Commission as State System.
* Contract cancelled. Last estimate $2,641.85.

List of all County Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
759.....	Olcott—Lockport, Part 2	Niagara	.....	2.15	.....	.....
760.....	Little Ridge, Part 5	Monroe	.....	.....	.....	3.83
761‡‡...	Deansboro—New Hartford	Oneida	.....	6.32	.....	.....
762.....	Craryville—State Line	Columbia	.....	6.02	.....	.....
763.....	Hollowville—Craryville	Columbia	.....	.....	7.14	.....
764¶¶...	Scottsville—Mumford	Monroe	.....	.....	.....	.....
765.....	Wynantskill—Defreestville—Winter St	Rensselaer	.....	4.10	.....	.....
766.....	Pittsford—Palmyra	Monroe	.....	.....	.....	1.32
767.....	Perinton—Palmyra	Monroe	.....	.....	.....	5.99
768.....	Ossining—Kitchewan	Westchester	.....	5.86	.....	.....
769.....	Amawalk—Woods Bridge	Westchester	.....	4.21	.....	.....
770.....	Golden's Bridge—Turk Hill	Westchester	.....	3.85	.....	.....
771.....	McNalls Corners—Gasport	Niagara	.....	.....	.....	2.35
772.....	Fulton—Hannibal, Part 1	Oswego	.....	3.67	.....	.....
773.....	Pendleton Town Line—Lockport	Niagara	.....	.....	.....	3.45
774.....	Tonawanda Creek—Pendleton Town Line	Niagara	.....	.....	.....	4.72
775.....	Golden's Bridge—Croton Falls	Westchester	.....	4.42	.....	.....
776.....	West Plattsburg	Clinton	.....	7.26	.....	.....
777	Plattsburg—Cadyville, Part 1	Clinton	.....	4.33	.....	.....
777*...	Plattsburg—Cadyville, Part 2	Clinton	.....	.....	.....	3.83
778**...	Mooers—Mooers Forks	Clinton	.....	.....	.....	.....
779‡....	Plattsburg—Ingraham	Clinton	.....	.....	.....	6.09
780.....	White Plains Town Line—Harrison	Westchester	.....	2.91	.....	.....
781.....	Gilbertsville Village	Otsego	0.80	0.80	.....	.....

782.....	Otego Village	Otsego		0.41	0.41	.....	.....
783.....	Milford Village	Otsego		0.68	0.68	.....	.....
784.....	Cooperstown—Three Mile Point	Otsego		.....	3.12	.....	.....
785‡§...	Richfield Springs—Schuyler Lake	Otsego		.....	.....	.....	1.72
786.....	Cherry Valley—Roseboom	Otsego		.....	3.76	.....	.....
787.....	East End	Otsego	Oneonta	0.47	0.47	.....	.....
788.....	South Schenectady—Mariaville	Schenectady		.....	7.32	.....	.....
789.....	Mariaville—Montgomery County Line	Schenectady		.....	5.75	.....	.....
790.....	Cohoes City Line—Boghts Corners	Albany		.....	2.17	.....	.....
791‡=...	Albany—Guilderland	Albany		.....	.....	.....	0.70
792‡....	Schenectady County Line—Guilderland	Albany		.....	.....	.....	3.26
793.....	Schenectady—Vischers Ferry	Schenectady		.....	2.34	.....	.....
794.....	Huntington—Amityville	Suffolk		.....	10.14	.....	.....
795.....	Jeffersonville—Kenoza Lake—Fosterdale	Sullivan		.....	6.20	.....	.....
796.....	Greenville—Coxsackie, Sec. 1	Greene		.....	4.62	.....	.....
797.....	Hunter—Windham, Part 2	Greene		.....	3.39	.....	.....
798.....	Kent—Towner	Putnam		.....	2.78	.....	.....
799.....	Lockport—Youngstown, Parts 1 and 4	Niagara		.....	.....	.....	4.27
800.....	Lockport—Youngstown, Parts 2 and 3	Niagara		.....	.....	.....	6.82
801.....	East Rushford—Gordonville Bridge	Allegany		.....	4.68	.....	.....
802.....	Smith's Basin—Hartford	Washington		.....	.....	5.25	.....
803.....	Sandy Hill—Fort Ann	Washington		.....	.....	8.23	.....
804.....	Luzerne—Lake George, Part 1	Warren		.....	7.13	.....	.....

‡ No. 8.
§ of State Highway No. 5046.
‖ State Highway No. 5037.

= Original plans, 6.07 miles. 5.37 miles constructed as State Highway No. 5155.
* Part not indicated on map approved by Legislature.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
805	Luzerne—Lake George, Part 2	Warren	.....	3.67	.....	.....
806	South New Berlin—New Berlin	Chenango	.....	.....	.....	6.96
807	Kirk—North Pharsalia	Chenango	.....	.....	.....	5.72
808	Norwich Village	Chenango	1.00	1.00	.....	.....
809	Smyrna Village	Chenango	0.70	0.70	.....	.....
810	Victor—Mendon, Part 2	Monroe	.....	.....	.....	1.03
811	Georgetown—Otselic	Madison	.....	2.39	.....	.....
812	Canastota—South Bay	Madison	.....	4.81	.....	.....
813*a*	Ilion—Frankfort—Utica	Herkimer	.....	.....	.....	.....
814	Watertown—Theresa, Part 2	Jefferson	.....	5.31	.....	.....
815	Corinth—Hadley	Saratoga, Corinth	0.79	6.22	.....	.....
816	Galway—West Galway	Saratoga	.....	.....	.....	4.03
817	Scotch Church—Blue Corners	Saratoga	.....	.....	.....	3.58
818†	Ballston Town Line—Scotch Church	Saratoga	.....	.....	.....	5.23
819†	Ballston—Charlton Town Line	Saratoga	.....	.....	.....	4.95
820	Hogansburg—Bombay	Franklin	.....	6.52	.....	.....
821	Saranac Lake—Bloomingdale	Essex	.....	5.50	.....	.....
822	Cadyville—Moffittsville	Clinton	.....	.....	.....	6.74
823	Falls Mills—Callicoon	Sullivan	.....	4.82	.....	.....
824	Stone Bridge—Falls Mills	Sullivan	.....	3.34	.....	.....
825	Fulton—Oswego	Oswego	.....	3.33	.....	.....
826	Pulaski—Orwell	Oswego	.....	5.93	.....	.....
827	Chatham Center—Rider's Mills	Columbia	.....	6.71	.....	.....
828	Kuder's Corners—Springwater Town Line	Livingston	.....	7.19	.....	.....

829.....	Livonia—Conesus Town Line	Livingston	.....	.....	.....	3.63
830†....	Jordanville—Richfield Spgs—Warren, Parts 2 and 4	Herkimer	.....	.....	.....	5.51
831.....	Little Falls—Montgomery	Herkimer	.....	.....	.....	5.67
832.....	Mountain Ridge Road	Niagara	.....	2.51	.....	.....
833.....	West Exeter—West Winfield	Otsego	.....	5.44	.....	.....
834.....	Kirkwood River	Broome	.....	7.48	.....	.....
835.....	Adams Center—Tremaine Corners, Part 2	Jefferson	.....	.....	.....	5.58
836§....	Watertown—Carthage, Part 1	Jefferson	.....	.....	.....	.....
837.....	Waterville—Deansboro	Oneida	.....	4.77	.....	.....
838.....	Sauquoit	Oneida	.....	0.56	.....	.....
839.....	Augusta—Knoxboro	Oneida	.....	1.21	.....	.....
840.....	North Brookfield—Waterville	Oneida	.....	4.37	.....	.....
841.....	Crown Point—Port Henry	Essex	.....	4.45	.....	.....
842.....	Waterford, Part 1	Saratoga	.....	0.27	.....	.....
843.....	Lake George Village	Warren	0.17	0.17	.....	.....
844.....	Henderson Village	Jefferson	1.07	1.07	.....	.....
845.....	Spencer—Candor, Part 1	Tioga	.....	4.01	.....	.....
846.....	Sag Harbor—East Hampton	Suffolk	.....	5.30	.....	.....
847.....	Copenhagen—Lowville	Lewis	.....	5.74	.....	.....
848‡....	Long Lake—Grove	Hamilton	.....	3.76	.....	.....
849.....	Altamont Village	Albany	1.10	1.10	.....	.....
850.....	Caton—Corning	Steuben	.....	6.14	.....	.....
851.....	Hilton Village	Monroe	1.11	1.11	.....	.....
852.....	Meridian Village	Cayuga	0.81	0.81	.....	.....
853.....	Batavia—Elba	Genesee	.....	4.07	.....	.....

a Constructed as State Highways Nos. 5209 and 5219.
† Part designated by the Commission as State System.
§ Constructed as State Highway No. 5005.
‡ Built as County Highway on State Route No. 25.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER—(*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
854	Castile Center—Berry Center	Wyoming	.....	4.50	.....	.....
855	Mt. Morris Village	Livingston	0.47	0.47	.....	.....
856	Geneseo Village	Livingston	1.32	1.32	.....	.....
857	Roberts Road	Chautauqua	.....	1.62	.....	.....
858	Whitney Point—Upper Lisle	Broome	.....	4.27	.....	.....
859	Keeseville Village	Clinton	0.67	1.24	.....	.....
		Essex	0.57			
860	Clyde—Resort, Part 2	Wayne	.....	3.48	.....	.....
861	Dugway, Part 4	Wayne	.....	1.98	.....	.....
862	Hamburg Village	Erie	0.97	0.97	.....	.....
863	Blasdell Village	Erie	1.06	1.06	.....	.....
864	Fultonville Village—Fonda Village	Montgomery Fonda	0.28	0.90	.....	.....
		Montgomery Fultonville	0.62			
865	Mt. Kisco Village	Westchester	3.01	3.01	.....	.....
866	Aurora—Glenwood, Part 1	Erie	.....	2.01	.....	.....
867	Dansville Village	Livingston	1.09	1.09	.....	.....
868	Dolgeville Village	Herkimer	2.06	2.06	.....	.....
869	Middleville Village	Herkimer	0.69	0.69	.....	.....
870	Herkimer Village, German St	Herkimer	1.99	1.99	.....	.....
871*	Cedarville—West Winfield	Herkimer	.....	.....	.....	5.05
872	Portville Village	Cattaraugus	0.65	0.65	.....	.....
873	Brockton—Stockton, Part 1	Chautauqua	.....	2.93	.....	.....
874	Nobleboro—Morehouseville	Hamilton	.....	5.00	.....	.....
875	Elmdale—Gouverneur	St. Lawrence	.....	5.83	.....	.....

876.....	Brasie Corners—Elmdale.....	St. Lawrence.....	.....	3.82	.....	.....	
877.....	Clinton Village.....	Oneida.....	0.97	0.97	.....	.....	
878.....	Ogdensburg—Morristown, Part 1.....	St. Lawrence.....	.....	6.74	.....	.....	
879.....	Shakers—Watervliet.....	Albany.....	.....	.....	6.40	.....	
880.....	Schenectady—Duanesburg, Part 1.....	Schenectady.....	.....	2.79	.....	.....	
881.....	Blodgett Mills—Cortland.....	Cortland.....	.....	1.79	.....	.....	
882.....	Scott—Spafford, Part 1.....	Cortland.....	.....	2.55	.....	.....	
883.....	De Ruyter—Otselic, Part 1.....	Madison.....	.....	2.14	.....	.....	
884.....	Malone—Fort Covington, Part 1.....	Franklin.....	.....	3.58	.....	.....	
885.....	Moira—Bombay.....	Franklin.....	.....	8.58	.....	.....	
886.....	Lexington—Prattsville, Part 2.....	Greene.....	.....	4.19	.....	.....	
887.....	South Cairo—Cairo.....	Greene.....	.....	3.15	.....	.....	
888.....	Horseheads—Catlin.....	Chemung.....	.....	3.72	.....	.....	
889.....	Fort Plain Village.....	Montgomery.....	0.64	0.64	.....	.....	
890.....	Monticello—Mongaup Valley.....	Sullivan.....	.....	4.35	.....	.....	
891.....	Ticonderoga—Crown Point, Part 1.....	Essex.....	.....	5.99	.....	.....	
892.....	Castile—Castile Center.....	Wyoming.....	.....	1.43	.....	.....	
893.....	Bliss—Smith's Corners.....	Wyoming.....	.....	3.61	.....	.....	
894.....	Java Center—Java Village.....	Wyoming.....	.....	3.56	.....	.....	
895.....	Fishkill Village.....	Dutchess.....	0.89	0.89	.....	.....	
896.....	Eastwood Village—East Syracuse Village.....	Onondaga { Eastwood.... / E. Syracuse.. }	0.91 / 1.38	2.43	.....	.....	
897.....	Skaneateles—Camillus, Part 2.....	Onondaga.....	.....	4.24	.....	.....	
898.....	East Norwich—Memorial Cemetery.....	Nassau.....	.....	2.88	.....	.....	
899.....	Cross River—Croft's Corners.....	Westchester.....	.....	5.68	.....	.....	
900.....	Woods Bridge—Lewis Corners.....	Westchester.....	.....	4.26	.....	.....	
901.....	Port Chester—Crystal Springs.....	Westchester.....	.....	1.89	.....	.....	
902.....	Glen Aubrey—Whitney Point.....	Broome.....	.....	5.30	.....	.....	

* Part designated by Commission as State System.

List of all County Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
903	Thurston—Campbell, Part 2	Steuben	.....	2.07	.....	.....
904	Atlanta—North Cohocton	Steuben	.....	1.64	.....	.....
905	Troupsburg Center—South Troupsburg	Steuben	.....	3.90	.....	.....
906	Big Creek, Parts 1 and 2	Steuben	.....	5.98	.....	.....
907	Big Creek, Part 4	Steuben	.....	4.13	.....	.....
908	Canastota Village	Madison	2.07	2.07	.....	.....
909	Brewster—Carmel	Putnam	.....	4.56	.....	.....
910	Shelter Island	Suffolk	.....	3.81	.....	.....
911	Sag Harbor—North Haven	Suffolk	.....	3.01	.....	.....
912	Port Jefferson—Coram	Suffolk	.....	6.69	.....	.....
913	Ellicott Creek	Erie	.....	1.82	.....	.....
914	Broadway—Depew	Erie	.....	3.63	.....	.....
915	Lancaster Village	Erie	1.46	1.46	.....	.....
916	Depew Village	Erie	2.30	2.30	.....	.....
917	Lancaster—Alden	Erie	.....	4.11	.....	.....
918	Macedon—Cator Four Corners	Wayne	.....	1.16	.....	.....
919	Clyde—Resort, Part 1	Wayne	.....	3.87	.....	.....
920	Lyons—Sodus Point, Part 1	Wayne	.....	3.00	.....	.....
921	Rifton Village	Ulster	2.13	2.13	.....	.....
922	Indian Falls—Corfu, Part 2	Genesee	.....	1.85	.....	.....
923	Pavilion—Batavia, Part 1	Genesee	.....	4.70	.....	.....
924	Wales Center—Wales	Erie	.....	.....	6.03	.....
925	Jamison—East Elma	Erie	.....	.....	5.40	.....
926	Freeville—Groton	Tompkins	.....	4.49	.....	.....

927.....	Owego—Newark Valley.....	Tioga.....	.....	7.39	.....	.....
928*.....	Knapps Corners—Nyack.....	Rockland.....	.....	.....	.....	.....
929.....	Saranac Lake Village—Bloomingdale Village.....	Essex { Saranac Lake V... / Bloomingdale V... }	0.47 / 0.97	1.44	.....	.....
930.....	Mooers Village.....	Clinton	0.32	0.32	.....	.....
931†.....	Marcy Hill—Trenton.....	Oneida.....Trenton	0.42	7.05	.....	.....
932.....	Waterville Village.....	Oneida.....	1.20	1.20	.....	.....
933†.....	Deerfield Corners—Marcy Hill.....	Oneida.....	.....	5.02	.....	.....
934.....	East Springfield—Cherry Valley.....	Otsego. ....Cherry Valley	0.52	4.88	.....	.....
935.....	Schenevus—Westford, Part 1.....	Otsego.....	.....	3.83	.....	.....
936.....	Schenevus—Westford, Part 2.....	Otsego.....	.....	4.15	.....	.....
937.....	Copenhagen.....	Lewis.....	1.14	3.83	.....	.....
938.....	Cassadaga—Fredonia.....	Chautauqua.....	.....	.....	5.58	.....
939.....	Cutting—French Creek.....	Chautauqua.....	.....	.....	6.63	.....
940.....	Jamestown—Frewsburg.....	Chautauqua.....	.....	4.24	.....	.....
941 ¶....	Mechanicville Village.....	Saratoga.....	.....	.....	.....	.....
942.....	Smith's Basin—Lime Kiln.....	Washington.....	.....	.....	0.66	.....
943.....	Schenectady County Line—Scotch Bush.....	Montgomery.....	.....	1.38	.....	.....
944.....	Seneca Falls Village.....	Seneca.....	0.72	0.72	.....	.....
945.....	Wellsville—Hallsport.....	Allegany.....Wellsville	0.41	4.18	.....	.....
946.....	Fitch Bridge—Elmira.....	Chemung.....	.....	1.98	.....	.....
947.....	Akron—Tonawanda Creek.....	Erie.....Akron	1.11	10.16	.....	.....
948.....	Voorheesville—New Salem.....	Albany.....Voorheesville	0.77	3.76	.....	.....
949.....	Nassau Village.....	Rensselaer.....	0.29	0.29	.....	.....
950.....	Malone Village: Fort Covington St.....	Franklin.....	0.80	0.80	.....	.....
951.....	Bovina Center—South.....	Delaware.....	.....	2.34	.....	.....

† Combined as one contract.
* Constructed as State Highway No. 5178.
¶ Final resolution rescinded with approval of Commission.

List of all County Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
952	Hobart—Stamford	Delaware: Hobart	1.09	4.66	.....	.....
		Stamford	0.23			
953	Glen Cove	Nassau	.....	.....	0.97	.....
954	Cairo Hamlet	Greene	.....	0.46	.....	.....
955	Chittenango Village—Seneca Turnpike	Madison	0.43	.....	.....	0.43
956	Watervliet City: Nineteenth Street	Albany	0.46	0.46	.....	.....
957	Cohoes City: Columbia Street	Albany	0.43	0.43	.....	.....
958	Gowanda—Dayton	Cattaraugus	.....	4.27	.....	.....
959	Randolph—Rutledge, Part 2	Cattaraugus	.....	3.86	.....	.....
960	Rutledge—Leon, Part 2	Cattaraugus	.....	2.80	.....	.....
961	Elbridge Village: South Street	Onondaga	0.19	0.19	.....	.....
962	Bridgeport—Lakeport	Madison	.....	5.09	.....	.....
963	Port Crane—North Fenton	Broome	.....	6.02	.....	.....
964	Friendship—Bolivar, Part 1	Allegany.....Friendship	0.54	.....	6.10	.....
965	Obi—Cuba	Allegany .....Cuba	0.46	.....	9.90	.....
966	Madrid—Waddington, Part 2	St. Lawrence	.....	4.04	.....	.....
967	Norwood—Norfolk	St. Lawrence	.....	3.30	.....	.....
968	Ogdensburg—Morristown, Part 2	St. Lawrence..Morristown	1.66	4.08	.....	.....
969	Morristown—Hammond, Part 1	St. Lawrence	.....	.....	6.53	.....
970	Morristown—Hammond, Part 2	St. Lawrence....Hammond	0.93	.....	10.26	.....
971	Marietta—Marcellus	Onondaga .....Marcellus	1.37	.....	7.68	.....
972	Pulaski—Williamstown, Part 2	Oswego.....Altmar	2.21	5.67	.....	.....
973	Volney—Palermo	Oswego	.....	.....	5.22	.....

974.....	Putnam Valley—Tompkins Corners.....	Putnam.....	.....	6.42	.....	.....
975.....	Perry Village.....	Wyoming.....	2.01	2.01	.....	.....
976.....	Java Village—Wales.....	Wyoming.....	.....	.....	3.52	.....
977.....	Albany—Watervliet.....	Albany.....	.....	.....	2.45	.....
978.....	East Berne—Clyckman Church.....	Albany	.....	4.35	.....	.....
979.....	Feura Bush—Indian Fields.....	Albany.....	.....	8.27	.....	.....
980.....	Speigletown—Melrose.....	Rensselaer.....	.....	.....	2.55	.....
981.....	De Freestville—Couse.....	Rensselaer.....	.....	.....	3.14	.....
982.....	Delhi—Andes.....	Delaware.....Delhi	0.81	13.37	.....	.....
983.....	Franklin—Treadwell, Part 1.....	Delaware.....Andes	1.53	2.56	.....	.....
984.....	North Bangor—South Bangor.....	Franklin.....	.....	2.07	.....	.....
985.....	Tupper Lake—Moody.....	Franklin.....	.....	.....	5.49	.....
986*....	Fosterdale—Mongaup Valley.....	Sullivan.....	.....	.....	.....	10.95
987.....	Kelsey Corners—West Exeter.....	Otsego.....	.....	.....	6.38	.....
988.....	New Hyde Park—Great Neck.....	Nassau.....	.....	0.35	.....	.....
989.....	Springville Village.....	Erie.....	2.25	2.25	.....	.....
990.....	Angola Village.....	Erie.....	1.03	1.03	.....	.....
991.....	East River.....	Erie.....	.....	4.64	.....	.....
992.....	Marion—Williamson, Part 1.....	Wayne.....	.....	1.99	.....	.....
993.....	Manchester—Palmyra, Part 2.....	Wayne.....	.....	1.20	.....	.....
994.....	Williamson Station—Pultneyville.....	Wayne.....	.....	3.46	.....	.....
995.....	Truxton—Chenango.....	Cortland.....	.....	4.86	.....	.....
996.....	Cortland—Croton, Part 2.....	Cortland.....	.....	2.25	.....	.....
997.....	Hunter—Jewett Center.....	Greene.....	.....	6.13	.....	.....
998.....	Hunter—Windham.....	Greene.....Hunter	0.13	6.27	.....	.....
999.....	Montour Falls—Alpine, Part 2.....	Schuyler.....Odessa	1.07	.....	6.68	.....
1000.....	Big Creek, Part 3.....	Steuben.....	.....	.....	6.95	.....
1001.....	Enfield Center—Ithaca.....	Tompkins.....	.....	.....	6.45	.....

* Contract cancelled. No work done.

List of all County Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order — (*Cont'd*).

Highway No.	Name of highway	County		Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
1002	Croton Village—Freeville—Dryden Village	Tompkins	Croton	0.38	2.54	.....	.....
			Freeville	0.84			
			Dryden	1.32			
1003	Mitchell Street—East Town Line	Tompkins		.....	.....	1.17	.....
1004	Cooks Corners—Brookton—Slaterville Springs—Caroline	Tompkins		.....	.....	4.58	.....
1005	Tyrone—Reading	Schuyler		.....	.....	6.55	.....
1006	Lithgow—Amenia	Dutchess		.....	2.97	.....	.....
1007	Millerton—Indian Pond	Dutchess	Millerton	0.66	2.72	.....	.....
1008	Battleman Road	Clinton		.....	1.28	.....	.....
1009	Spencerport—North Chili, Part 2	Monroe		.....	0.52	.....	.....
1010	Livonia Village	Livingston		0.98	0.98	.....	.....
1011	Brocton—Stockton, Part 2	Chautauqua		.....	.....	4.70	.....
1012	Sinclairville—Cassadaga, Part 2	Chautauqua		.....	.....	3.30	.....
1013	Plymouth Hamlet	Chenango		.....	0.19	.....	.....
1014	McDonough Hamlet	Chenango		.....	0.08	.....	.....
1015	Crystal Springs—Chappaqua—Milwood	Westchester		.....	.....	7.24	.....
1016	Croton—Locke—Moravia	Cayuga	Moravia	1.22	.....	7.96	.....
1017	Port Henry—Westport	Essex	Port Henry	1.74	.....	.....	6.12
1018	Coram—Patchogue	Suffolk		.....	6.79	.....	.....
1019	Spring Valley—Mount Ivy	Rockland		.....	4.47	.....	.....
1020	Copenhagen—Lowville, Part 1	Lewis		.....	4.58	.....	.....
1021*	Warrensburg—Thurman Station	Warren		.....	.....	.....	3.52
1022	Lakeport—Oneida Lake	Madison		.....	3.18	.....	.....

1023.....	Chestertown—Hague, Part 1.....	Warren.....	.....	.....	6.36	.....	
1024.....	Gowanda Village.....	Cattaraugus.....	0.77	.....	0.77	.....	
1025.....	Piseco—Lake Pleasant.....	Hamilton.....	.....	.....	7.82	.....	
1026.....	Jamestown—Stockton, Part 1.....	Chautauqua.....	.....	.....	.....	3.99	
1027.....	French Creek—Findley Lake.....	Chautauqua.....	.....	.....	.....	3.60	
1028.....	Esperance—Esperance Station.....	Schenectady.....	.....	1.37	.....	.....	
1029.....	Central Bridge—Quaker Street, Part 2.....	Schenectady.....	.....	4.16	.....	.....	
1030.....	Avon Village.....	Livingston.....	1.25	.....	1.25	.....	
1031.....	Potsdam—Parishville, Part 2.....	St. Lawrence.....	.....	4.01	.....	.....	
1032.....	Potsdam—Norwood.....	St. Lawrence.....Norwood	1.55	.....	5.38	.....	
1033.....	Ogdensburg City.....	St. Lawrence.....	1.00	1.00	.....	.....	
1034.....	Chaffee—Sardinia.....	Erie.....	.....	4.20	.....	.....	
1035†....	Holland—Glenwood, Part 1.....	Erie.....	.....	.....	.....	3.14	
1036.....	Tonawanda Creek, Part 4.....	Erie.....	.....	.....	3.77	.....	
1037.....	Gowanda Village.....	Erie.....	1.11	.....	1.11	.....	
1038.....	Water Valley—Clarksburg, Part 1.....	Erie.....	.....	.....	2.89	.....	
1039.....	Baldwinsville—Cicero.....	Onondaga....Baldwinsville	0.48	11.11	.....	.....	
1040.....	Camillus Village.....	Onondaga.....	0.49	0.49	.....	.....	
1041.....	Skaneateles—Borodino—Marietta.....	Onondaga.....	.....	.....	6.07	.....	
1042.....	Skaneateles—Camillus, Part 1.....	Onondaga.....Skaneateles	0.33	4.24	.....	.....	
1043.....	Fabius Village.....	Onondaga.....	1.31	.....	1.31	.....	
1044.....	East Syracuse Village—Hartwell Avenue.....	Onondaga.....	0.79	1.02	.....	.....	
1045.....	Cambria—Lockport.....	Niagara.....	.....	.....	5.13	.....	
1046.....	Sterling—Oswego, Part 2.....	Oswego.....	.....	2.80	.....	.....	
1047.....	Fulton City: West First Street.....	Oswego.....	3.10	3.10	.....	.....	
1048.....	Smithtown—Fort Salonga, Part 1.....	Suffolk.....	.....	3.87	.....	.....	
1049.....	Troy City: Pawling Avenue.....	Rensselaer.....	0.51	0.51	.....	.....	

* Contract cancelled. Last estimate $472.75.
† Contract cancelled. Last estimate $628.04.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER—(*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contracts
1050	Troy City—Oil Mill Hill	Rensselaer	1.58	1.58	.....	.....
1051†	Matteawan Village	Dutchess	1.28	.....	.....	1.28
1052	Crafts Corners—Vista	Westchester	.....	.....	.....	4.69
1053	Ardsley Village	Westchester	1.46	.....	1.46	.....
1054	Alden—Darien Center	Genesee	.....	.....	.....	3.88
1055	Arcade—East Arcade, Part 1	Wyoming	.....	.....	.....	1.94
1056	Attica—Schaub Corners	Wyoming.....Attica	0.54	.....	.....	3.44
1057	Darien Center—Bennington, Part 2	Wyoming	.....	.....	.....	2.27
1058	Wolcott—Savannah, Part 3	Wayne	.....	.....	.....	2.23
1059	Clyde—Resort, Part 3	Wayne	.....	.....	.....	1.88
1060	Sodus Point—Lyons, Part 3	Wayne	.....	.....	.....	2.01
1061	Dunkirk City	Chautauqua	0.59	0.59	.....	.....
1062	Fredonia Village	Chautauqua	1.30	.....	.....	1.30
1063	Tonawanda City: Niagara and Ellicott Streets	Erie	2.55	.....	2.55	.....
1064	Tonawanda Creek—Hunts Corners	Erie	.....	.....	.....	4.03
1065	Alden Village	Erie	1.66	.....	1.66	.....
1066	Orchard Park—East Aurora	Erie.....East Aurora	0.57	.....	.....	6.64
1067	Athol Springs—Hamburg	Erie.....Hamburg	0.32	.....	.....	4.10
1068	Niles—Mandana	Onondaga	.....	.....	.....	3.12
1069	Onondaga Valley	Onondaga	0.32	0.32	.....	.....
1070	Vesper—Tully	Onondaga.....Tully	0.41	.....	1.68	.....
1071	Amber Hamlet	Onondaga	.....	.....	1.99	.....
1072	South Bay—Bridgeport—Syracuse	Onondaga	.....	.....	.....	8.85

1073.....	Manlius Center—Manlius.....	Onondaga.	Fayetteville.	0.90	.....	.....	4.85
			Manlius.....	1.19			
1074.....	Eastwood Village—Burnet Avenue.....	Onondaga.	Eastwood....	1.24	.....	.....	2.03
			East Syracuse	0.41			
1075.....	Harford Mills—Dryden, Part 1.....	Cortland.....		.....	.....	.....	5.25
1076.....	Newark Valley—Berkshire, Part 2.....	Tioga.....		.....	.....	.....	4.31
1077.....	Newark Valley—Berkshire, Part 1.....	Tioga.....Newark Valley		1.52	.....	.....	4.73
1078.....	Waverly—Lockwood.....	Tioga.....		.....	.....	.....	5.74
1079.....	Spencer—Candor, Part 2.....	Tioga.....Candor		0.10	.....	.....	4.07
1080.....	Hudson Falls Village.....	Washington.....		0.97	0.97	.....	.....
1081.....	South Argyle—Argyle.....	Washington.....		.....	.....	.....	3.34
1082.....	Cambridge Village.....	Washington....Cambridge		1.71	.....	1.71	.....
1083.....	Fort Edward Village.....	Washington.....		0.57	.....	0.57	.....
1084.....	North Tonawanda City.....	Niagara.....		2.33	.....	.....	2.33
1085.....	Lockport City: South Transit Street.....	Niagara.....		0.97	.....	0.97	.....
1086.....	Lockport City: West Avenue.....	Niagara.....		0.60	.....	0.60	.....
1087.....	North Tonawanda City: Erie Avenue.....	Niagara.....		2.77	.....	2.77	.....
1088.....	Castile Village.....	Wyoming.....		1.53	.....	.....	1.53
1089.....	Malone—Trout River.....	Franklin.....Malone		0.37	.....	.....	10.76
1090.....	Saranac Lake—Lake Clear Junction, Part 1.....	Franklin.....		.....	.....	.....	4.35
1091.....	Fillmore—Hume.....	Allegany.....		.....	.....	.....	2.51
1092.....	Lowville Village.....	Lewis.....		0.51	0.51	.....	.....
1093.....	Elmira City: West Church Street.....	Chemung.....		0.36	.....	0.36	.....
1094.....	Elmira City: Pennsylvania Avenue.....	Chemung.....		1.10	.....	1.10	.....
1095.....	Elmira City: South Broadway.....	Chemung.....		1.12	.....	1.12	.....
1096.....	Elmira City: Maple Avenue.....	Chemung.....		0.51	.....	0.51	.....
1097.....	Churchville—Bergen.....	Genesee.....		.....	0.44	.....	.....

† All bids rejected.

List of all County Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
1098*	Eagle Bay—Sixth Lake	Hamilton	.....	.....	.....	4.22
1099	Tupper Lake—Long Lake, Part 3	Hamilton	.....	.....	.....	5.03
1100	Indian Lake—County Line	Hamilton	.....	.....	.....	4.54
1101	Risingville—Campbell	Steuben	.....	.....	.....	5.22
1102	Savona—Bradford	Steuben	.....	.....	.....	8.37
1103	Hartsville—Canisteo	Steuben	.....	.....	.....	5.57
1104	Cohocton—Wayland	Steuben.....Cohocton	1.52	.....	.....	7.47
1105	Albany City: Central Avenue	Albany	0.75	0.75	.....	.....
1106	Harpursville—Ouaquaga	Broome	.....	.....	5.09	.....
1107	Oriskany Falls Village	Oneida	0.22	0.22	.....	.....
1108	Potsdam Village	St. Lawrence	2.19	.....	2.19	.....
1109	Cambridge—Ash Grove	Washington	.....	.....	.....	2.06
1110	Oneida—South Bay, Part 1	Madison.....Oneida	3.05	.....	.....	3.05
1111	Rome City	Oneida	1.02	.....	.....	1.02
1112	Stockport Station—Stockport	Columbia	.....	.....	.....	1.85
1113	Germantown—Clermont	Columbia	.....	.....	.....	5.81
1114	Millbrook Village	Dutchess	3.01	.....	3.01	.....
1115	Castleton—Rensselar, Part 2	Rensselaer.....Rensselaer	0.97	.....	3.71	.....
1116	Castleton—Rensselaer, Part 1	Rensselaer.....Castleton	1.16	.....	4.51	.....
1117	Rexford Flats—Wait Corners—Groom Corners	Saratoga	.....	.....	.....	6.12
1118	Chestertown—Hague, Part 2	Warren	.....	.....	.....	5.84
1119	Troy City: Spring Avenue	Rensselaer	1.77	.....	1.77	.....
1120†	Troy City: Winter Street	Rensselaer	0.34	.....	.....	0.34

1121....	Rensselaer City: Washington Avenue	Rensselaer		1.65	.....	1.65	.....
1122....	West Stephentown—Alps	Rensselaer		.....	.....	2.70	.....
1123....	Troy City: Leversee Road	Rensselaer		0.13	.....	0.51	.....
1124....	Cattaraugus Creek, Part 1	Erie		.....	.....	0.76	.....
1125....	Waddington Village	St. Lawrence		1.24	.....	1.24	.....
1126....	Canton—Pierrepont	St. Lawrence		.....	.....	.....	7.88
1127....	Gloversville City	Fulton		1.73	.....	1.73	.....
1128....	Tyrone Town Line—North Reading	Schuyler		.....	.....	1.04	.....
1129....	Lewis County Line—South Champion	Jefferson		.....	.....	2.45	.....
1130....	Alexandria Bay: Church Street	Jefferson		0.37	0.37	.....	.....
1131....	Sacketts Harbor	Jefferson		2.45	.....	2.45	.....
1132....	Ellisburg—Belleville	Jefferson		.....	.....	2.29	.....
1133....	Theresa—Antwerp, Part 1	Jefferson		.....	.....	4.72	.....
1134....	Watertown City: Gifford and State Streets	Jefferson		0.84	.....	1.00	.....
1135....	Griswold Street—County Line	Niagara	Middleport	0.41	.....	1.49	.....
1136....	Pulaski Village: Mill Street	Oswego		0.90	.....	.....	0.90
1137†...	Oswego City: West First Street	Oswego		1.43	.....	.....	1.43
1138....	Phoenix Village: Volney Street	Oswego		0.65	.....	0.65	.....
1139....	Clifton Springs Village: Kendall and East Main Streets	Ontario		1.38	.....	.....	1.38
1140....	Amsterdam City: West Main Street	Montgomery		1.87	.....	1.87	.....
1141....	Delta—Westernville	Oneida		.....	.....	.....	3.38
1142....	Williamson Station—Williamson	Wayne		.....	.....	0.73	.....
1143....	Saratoga Springs Village: South Broadway and Maple Avenue	Saratoga		1.30	.....	.....	1.30
1144....	Trenton-Remsen	Oneida	Trenton Remsen	0.21 0.10	.....	.....	3.60

* Designated by the Commission as State System.
† Contract cancelled.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER—(*Concl'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
1145....	Syracuse City: Englewood Avenue.....	Onondaga.....	0.76	.....	.....	0.76
1146....	Watervliet City: Third Avenue.....	Albany.....	0.18	.....	.....	0.18
1147....	Shenevus Village: Elk Street.....	Otsego.....	0.20	.....	.....	0.20
1148....	Cape Vincent—Watertown, Part 1.....	Jefferson.....Cape Vincent	1.54	.....	.....	8.91
1149....	Ellisburg Village.....	Jefferson.....	1.70	.....	.....	1.70
1150....	Belleville Village: Main and Washington Streets.....	Jefferson.....	1.13	.....	.....	1.13
1151....	Theresa—Browns Corners.....	Jefferson.....Theresa	1.28	.....	.....	8.24
1152....	Smiths Corners—Stockport Dock.....	Columbia.....	.....	.....	.....	1.18
1153....	Lockport City: Market Street and Lake Avenue.....	Niagara.....	1.27	.....	.....	1.27
1154....	Spring Avenue, Troy—Poestenkill, Part 2.....	Rensselaer.....	.....	.....	.....	0.88
1155....	County Line—Arcade.....	Wyoming.....Arcade	2.41	.....	.....	2.79
1156....	Oxford Village.....	Chenango.....	0.82	.....	.....	0.82
1157....	Durhamville—Rome.....	Oneida.....New London	.....	.....	.....	13.73
1158....	Thomson Corners—Taberg.....	Oneida.....	.....	.....	.....	6.66
1159....	Vienna—New London.,.....	Oneida.....	.....	.....	.....	7.55
1160....	Oneida—Munnsville.....	Madison.....Oneida	3.32	.....	.....	8.14
			188.84	3,343.46	335.15	649.78

LIST OF ALL STATE HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
5000	Saugerties—Kingston, Part 2	Ulster	.....	3.23	.....	.....
5001	Lloyd Town Line—Milton	Ulster	.....	1.57	.....	.....
5002	Congers—Long Clove	Rockland	.....	1.61	.....	.....
5003	Armonk—Byram Lake	Westchester	.....	3.44	.....	.....
5004	Blue Stores—Livingston	Columbia	.....	2.59	.....	.....
5005	Black River—Watertown	Jefferson.....Black River	1.20	4.84	.....	.....
5006	Croton Falls—Brewster	Putnam	.....	1.80	.....	.....
5007	Newburg—Cedar Hill Cemetery	Orange	.....	3.28	.....	.....
5008	Jericho Turnpike	Suffolk	.....	3.56	.....	.....
5009	Pawling Village	Dutchess	1.67	1.67	.....	.....
5010	Slingerlands—New Scotland	Albany	.....	1.98	.....	.....
5011	Ausable Forks—Jay	Essex	.....	3.45	.....	.....
5012	Fleming—Auburn	Cayuga	.....	2.75	.....	.....
5013	Bainbridge—Unadilla, Part 1	Chenango.....Bainbridge	1.13	3.62	.....	.....
5014	Chittenango—Oneida, Part 1	Madison	.....	3.20	.....	.....
5015	Canandaigua Village	Ontario	1.19	1.19	.....	.....
5016	Camillus—Fairmount	Onondaga	.....	3.09	.....	.....
5017	Clyde—Savannah, Part 2	Wayne.....Savannah	0.97	2.98	.....	.....
5018	North Reading—Dundee, Part 1	Yates	.....	2.00	.....	.....
5019	Lake Shore—Lackawanna City	Erie	.....	1.89	.....	.....
5020	East Pembroke—Pembroke	Genesee	.....	3.46	.....	.....
5021	Leroy—Caledonia—Mumford	Livingston.....Caledonia	2.08	3.99	.....	.....
5022	Binghamton—Windsor, Part 1	Broome	.....	3.00	.....	.....
5023	Cuba—Black Creek, Part 1	Allegany.....Cuba	0.43	2.83	.....	.....

LIST OF ALL STATE HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
5024	Warsaw—Pavilion, Parts 1 and 5	Wyoming	.....	2.66	.....	.....
5025	Albion St.—Holley	Orleans	.....	2.46	.....	.....
5026	Corning—Painted Post	Steuben.....Painted Post.	0.54	3.56	.....	.....
5027	Catskill—Saugerties, Part 3	Greene	.....	1.94	.....	.....
5028	East Creek—St. Johnsville	Montgomery.St. Johnsville	0.90	3.73	.....	.....
5029	Schodack Center—Valatie, Part 2	Rensselaer	.....	2.70	.....	.....
5030	Scotia—Wyatts	Schenectady	.....	2.09	.....	.....
5031	Malone—Moira, Part 2	Franklin	.....	3.00	.....	.....
5032	Canton—Potsdam, Part 2	St. Lawrence	.....	5.00	.....	.....
5033	Salem—Granville, Part 1	Washington	.....	2.96	.....	.....
5034	Vernon Village and Oneida Castle Village	Oneida... Vernon / Oneida Castle	0.60 / 0.81	1.41	.....	.....
5035	Monticello—Liberty, Part 1	Sullivan	.....	2.48	.....	.....
5036	Lowville—Martinsburg	Lewis	.....	2.61	.....	.....
5037	Richfield Springs—Schuyler Lake	Otsego	.....	3.51	.....	.....
5038	County Line—Hope Center	Hamilton	.....	3.00	.....	.....
5039	West Berne—Gallupville	Albany / Schoharie	..... /	0.64 / 3.37	..... /	..... / .....
5040	Hoosick Falls Village	Rensselaer	1.57	1.57	.....	.....
5041	Lima—East Bloomfield, Part 2	Ontario	.....	2.40	.....	.....
5042	Auburn—Seneca Falls, Part 2	Seneca / Cayuga	..... /	..... /	3.00 / 0.33	..... / .....
5043	Ithaca—Danby, Part 1	Tompkins	.....	2.59	.....	.....
5044	Mexico—Union Square, Part 1	Oswego.....Mexico	1.48	3.50	.....	.....

5045.....	Deposit—Hales Eddy.....	Delaware.....	Deposit	0.36	3.04	.....	.....
5046.....	Scottsville—Mumford.....	Monroe.....		.....	5.78	.....	.....
5047.....	Watkins—Montour Falls.....	Schuyler....	Montour Falls	1.03	1.64	.....	.....
5048.....	Lowman—Waverly, Part 1.....	Chemung.....		.....	2.51	.....	.....
5049.....	Waverly—Owego, Part 1.....	Tioga.....	Waverly	0.28	2.58	.....	.....
5050.....	Casper Creek—Wappinger Falls.....	Dutchess.....		.....	2.14	.....	.....
5051.....	Little Neck—Old Westbury, Part 3.....	Nassau.....		.....	1.96	.....	.....
5052.....	New Hartford Village.....	Oneida.....		0.65	0.65	.....	.....
5053.....	Levant—Poland Center.....	Chautauqua.....		.....	2.54	.....	.....
5054.....	Eighteen Mile Creek.....	Erie.....		.....	2.00	.....	.....
5055.....	Riverside—Wevertown.....	Warren.....		.....	1.63	.....	.....
5056.....	Keeseville—Ausable Chasm.....	Clinton.....	Keeseville	1.58	2.26	.....	.....
5057.....	Norwich Village.....	Chenango.....		0.51	0.51	.....	.....
5058.....	Homer Village.....	Cortland..	Cortlandville	0.59	2.01	.....	.....
			Homer.....	1.42			
5059.....	Whitesboro Village.....	Oneida.....		1.60	1.60	.....	.....
5060.....	Herkimer Village: East Albany Street.....	Herkimer.....		0.77	0.77	.....	.....
5061.....	Williamsville Village.....	Erie.....		1.08	1.08	.....	.....
5062.....	Ballston—Ballston Lake, Part 1.....	Saratoga.....	Ballston	1.20	2.74	.....	.....
5063.....	Niagara Falls—Buffalo, Part 1.....	Niagara.....	La Salle	1.66	2.50	.....	.....
5064.....	Middleville Village and Newport Village.....	Herkimer....	Middleville	0.54	1.57	.....	.....
			Newport...	1.03			
5065.....	Northville Village: North.....	Fulton.....		1.09	2.43	.....	.....
5066.....	Olean—Hinsdale, Part 1.....	Cattaraugus.....		.....	2.94	.....	.....
5067.....	Falconer Village.....	Chautauqua.....		1.06	1.06	.....	.....
5068.....	Lake George Village.....	Warren.....		1.48	1.48	.....	.....
5069.....	Poland Village and Coldbrook Village.....	Herkimer....	Poland....	1.23	2.04	.....	.....
			Coldbrook.	0.81			
5070b....	Clyde—Savannah, Part 1.....	Wayne.....		.....	.....	.....	.....

b Grading contract only. Work to be completed under Highway No. 5089.

LIST OF ALL STATE HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
5071	Lackawanna City—South	Erie	1.94	.....	2.61	.....
5072 *	Livingston—Hudson, Part 1	Columbia	.....	3.62	.....	.....
5073	Livingston—Hudson, Part 2	Columbia	.....	5.08	.....	.....
5074	Schodack Center—Valatie, Part 4	Columbia.....Valatie	0.15	4.33	.....	.....
5075	Cortland City: Clinton Avenue	Cortland	0.53	0.53	.....	.....
5076	Malone—Moira, Part 3	Franklin	.....	5.22	.....	.....
5077	Martinsburg—Turin	Lewis	.....	3.08	.....	.....
5078	Wampville—Oneida Castle	Madison.....Oneida	2.56	2.56	.....	.....
5079	Clayville Village	Oneida	1.44	1.44	.....	.....
5080	Elbridge—Camillus, Part 1	Onondaga.....Elbridge	1.75	3.02	.....	.....
5081	Lima—East Bloomfield, Part 2	Ontario	.....	5 26	.....	.....
5082	Mexico—Union Square, Part 2	Oswego	.....	2.92	.....	.....
5083	Union Square—Pulaski, Part 1	Oswego	.....	2.61	.....	.....
5084	Schodack Center—Valatie, Part 3	Rensselaer	.....	2.90	.....	.....
5085	Ballston—Ballston Lake, Part 2	Saratoga	.....	4.52	.....	.....
5086	Gallupville—Vrooman	Schoharie	.....	5.02	.....	.....
5087	Geneva—Waterloo	Seneca.....Waterloo	0.23	.....	5.91	.....
5088	Riverside—Wevertown, Part 2	Warren	.....	1.53	.....	.....
5089	Clyde—Savannah, Part 1	Wayne.....Clyde	0.90	4.55	.....	.....
5090	East Pembroke—Pembroke	Genesee	.....	4.47	.....	.....
5091	Yorkville Village	Oneida	1.06	1.06	.....	.....
5092	Red Hook—Rhinebeck	Dutchess.....Rhinebeck	1.65	4.15	.....	.....
5093	Fairport Extension	Monroe	.....	.....	.....	0.18
5094	Painted Post—Addison, Part 2	Steuben	.....	2.50	.....	.....

5095		Red Hook Village	Dutchess		1.33	1.33	
5096		Fonda—Johnstown	Montgomery—Fonda		0.45	2.43	
			Fulton			0.64	
5097		Garbutts Crossing	Monroe			1.06	
5098		Brewster Village	Putnam		1.14	1.14	
5099		Olean City	Cattaraugus		0.36	0.36	
5100		Seneca Falls Village	Seneca		2.29	3.41	
5101		Auburn City	Cayuga		2.03	2.03	
5102		Mooers Forks—Champlain, Part 1	Clinton—Mooers		1.48	6.52	
5103	*	Stottville—Stuyvesant Falls	Columbia				5.20
5104		Stuyvesant Falls—Valatie	Columbia	Kinderhook	1.95		5.65
				Valatie	0.97		
5105		Little Falls City	Herkimer		1.45	1.45	
5106		Little Neck—Old Westbury, Parts 1 and 4	Nassau			2.46	
5107		Rensselaer City	Rensselaer		0.40	0.40	
5108		Brainard Station	Rensselaer			0.40	
5109		St. Johnsville—Nelliston	Montgomery			4.79	
5110		Wyatts—Hoffman	Schenectady			5.31	
5111	*	Jericho Turnpike, Part 2	Suffolk			5.02	
5112		Jericho Turnpike, Part 3	Suffolk			4.99	
5113		Cambridge—Salem, Part 1	Washington—Cambridge		1.31	3.68	
5114		Milton—Marlboro	Ulster—Marlboro		0.52	3.82	
5115	*	Canton—Potsdam, Part 1	St. Lawrence—Canton		0.81	4.74	
5116		Canton—De Kalb	St. Lawrence—Canton		0.56	5.45	
5117		Euba Mills—New Russia	Essex			6.00	
5118		Holley—Albion, Part 2	Orleans			2.24	
5119		Adams—Watertown, Part 3	Jefferson			3.24	
5120		Fayetteville—Chittenango, Part 2	Madison—Chittenango		1.36	3.31	

* Combined in one contract.

LIST OF ALL STATE HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
5121	North Norwich—Sherburne	Chenango.....Sherburne	0.54	6.88	.....	.....
5122	Ithaca—Danby, Part 2	Tompkins	.....	3.24	.....	.....
5123	Nelliston—Palatine Bridge	Montgomery { Nelliston... / Palatine Br.	2.08 / 1.46	4.06	.....	.....
5124 *	Palatine Bridge—Fonda, Part 1	Montgomery	.....	.....	4.25	.....
5125	Palatine Bridge—Fonda, Part 2	Montgomery	.....	.....	4.00	.....
5126	Hoffman—Cranesville	Montgomery	.....	2.24	.....	.....
5127	Union Hill—Ontario Center	Wayne	.....	3.48	.....	.....
5128	North Reading—Dundee, Part 2	Yates.....Dundee	1.05	2.68	.....	.....
5129	Wellsville—Scio	Allegany.....Wellsville	0.19	4.50	.....	.....
5130	Hornell—Big Creek	Steuben.....Hornell	0.15	1.16	.....	.....
5131	Rome City	Oneida	1.20	1.20	.....	.....
5132	Scotia Village	Schenectady	1.27	1.27	.....	.....
5133	Hope Center—Wells, Part 1	Hamilton	.....	5.48	.....	.....
5134	Warsaw—Pavilion, Part 2	Wyoming	.....	3.59	.....	.....
5135	Hyde Park—Staatsburg	Dutchess	.....	5.22	.....	.....
5136	Stafford—Leroy	Genesee	.....	2.89	.....	.....
5137	Olean—Hinsdale—Cuba	Cattaraugus	.....	.....	8.83	.....
5138	Oneonta—Colliers, Part 4	Otsego	.....	1.36	.....	.....
5139	Camden—Taberg	Oneida	.....	7.97	.....	.....
5140	Watertown—Clayton, Part 1	Jefferson.....Watertown	0.85	5.24	.....	.....
5141	Truxton—De Ruyter, Part 1	Cortland	.....	2.15	.....	.....
5142	Lima—East Bloomfield, Part 1	Livingston.....Lima	1.15	4.05	.....	.....
5143	Elbridge—Camillus, Part 2	Onondaga.....Camillus	0.24	5.03	.....	.....

5144.....	Monroe—Oxford	Orange	Monroe.	1.80	3.31	.....	.....
5145.....	Batavia—Stafford	Genesee		.....	4.44	.....	.....
5146.....	Byram Lake—Bedford	Westchester		.....	.....	3.34	.....
5147.....	Peekskill—Fishkill, Part 1	Westchester		.....	1.89	.....	.....
		Putnam		.....	1.74	.....	.....
5148.....	Binghamton—Windsor, Part 3	Broome		.....	3.68	.....	.....
5149.....	Peekskill—Fishkill, Part 4	Putnam		.....	4.17	.....	.....
5150.....	Peekskill—Fishkill, Part 5	Dutchess	Fishkill	0.34	3.66	.....	.....
5151.....	Poland Center—Waterboro	Chautauqua		.....	5.20	.....	.....
5152.....	Felts Mills	Jefferson		.....	0.29	.....	.....
5153.....	Wells Bridge—Otego	Otsego	Otego	1.31	4.61	.....	.....
5154.....	Fishkill Village—Wappinger Falls	Dutchess	Fishkill...	0.20	4.81	.....	.....
			Wappinger	0.61			
5155.....	Albany—Guilderland	Albany		.....	.....	5.37	.....
5156.....	Peekskill—Fishkill, Part 3	Putnam		.....	4.36	.....	.....
5157.....	Warrensburg—Chestertown, Part 1	Warren		.....	6.54	.....	.....
5158.....	Warrensburg—Chestertown, Part 2	Warren		.....	6.50	.....	.....
5159.....	East Creek	Herkimer		.....	0.14	.....	.....
5160.....	Montour Falls	Schuyler		1.39	1.56	.....	.....
5161.....	Ilion Village	Herkimer		1.51	.....	1.51	.....
5162.....	Horseheads Village	Chemung		1.91	1.91	.....	.....
5163.....	Nassau Village	Rensselaer		0.41	0.41	.....	.....
5164.....	Niagara Falls—Buffalo, Part 2	Niagara	La Salle	0.30	3.45	.....	.....
5165.....	Long Clove—Haverstraw	Rockland	Haverstraw	1.94	2.16	.....	.....
5166.....	Saugerties—Catskill, Part 2	Greene		.....	3.87	.....	.....
5167.....	Hales Eddy—Hancock	Delaware		.....	8.64	.....	.....
5168.....	Waverly—Owego, Part 2	Tioga		.....	5.34	.....	.....

* Combined in one contract.

LIST OF ALL STATE HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER—(*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
5169	Saugerties—Catskill, Part 1	Ulster	.....	.....	3.57	.....
5170	Mohawk Village	Herkimer	1.35	.....	1.35	.....
5171	Southwest Oswego—Fruit Valley	Oswego	.....	1.95	.....	.....
5172	Niagara Falls—Buffalo, Part 4	Erie	.....	2.92	.....	.....
5173	Kingston—West Hurley	Ulster	.....	.....	4.82	.....
5174	Cuba—Friendship	Allegany.....Cuba	1.57	.....	4.33	.....
		Cattaraugus	.....	.....	0.32	.....
5175	Black River	Jefferson	0.32	0.32	.....	.....
5176	Marlboro—Cedar Hill Cemetery	Ulster.....Marlboro	0.02	1.08	.....	.....
		Orange	.....	1.10	.....	.....
5177	Pine Hill—Griffin Corners	Delaware	.....	.....	1.34	.....
		Ulster.....Pine Hill	1.54	.....	2.30	.....
5178	Knapps Corners—Nyack	Rockland	.....	2.20	.....	.....
5179	Schroon Lake—North Hudson, Part 1	Essex	.....	.....	6.77	.....
5180	Schroon Lake—North Hudson, Part 2	Essex	.....	.....	5.39	.....
5181	North Hudson—Euba Mills, Part 1	Essex	.....	3.95	.....	.....
5182	North Hudson—Euba Mills, Part 2	Essex	.....	5.33	.....	.....
5183	New Russia—Elizabethtown	Essex.....Elizabethtown	0.15	3.70	.....	.....
5184	Ausable Forks—Jay, Part 2	Essex	.....	2.54	.....	.....
5185	Wevertown—North Creek	Warren	.....	6.07	.....	.....
5186	Minerva—Aiden Lair	Essex	.....	6.33	.....	.....
5187	Aiden Lair—Newcomb, Part 1	Essex	.....	5.69	.....	.....
5188	Newcomb—Long Lake, Part 1	Essex	.....	4.63	.....	.....
5189	Newcomb—Long Lake, Part 2	Hamilton	.....	.....	8.43	.....

5190.....	Ithaca City—Trumansburg.....	Tompkins.....	Ithaca	1.06	1.06	.....	.....
5191.....	Plattsburg—Ausable Chasm, Part 1.....	Clinton.....		.....	.....	6.89	.....
5192.....	Eddyville Bridge.....	Ulster.....		.....	0.24	.....	.....
5193.....	Niagara Falls—Buffalo, Part 5.....	Erie.....		.....	2.84	.....	.....
5194.....	Mayfield Village.....	Fulton.....	Mayfield	1.11	1.11	.....	.....
5195.....	Vrooman—Howes Cave.....	Schoharie.....		.....	.....	5.05	.....
5196.....	De Freestville—South.....	Rensselaer.....		.....	0.67	.....	.....
5197.....	Plattsburg City.....	Clinton.....		1.79	.....	1.79	.....
5198.....	Coxsackie—Ravena, Part 1.....	Greene.....		.....	4.62	.....	.....
5199.....	Chazy—Rouses Point.....	Clinton.....		.....	8.25	.....	.....
5200.....	Nineveh—Afton.....	Broome.....		.....	0.43	.....	.....
		Chenango.....	Afton	0.89	5.18	.....	.....
5201.....	Jamestown City.....	Chautauqua.....		1.48	1.48	.....	.....
5202.....	Unadilla Village.....	Otsego.....		1.93	1.93	.....	.....
5203.....	Brewster—Patterson.....	Putnam.....		.....	9.80	.....	.....
5204.....	Bath—Avoca.....	Steuben.....		.....	6.37	.....	.....
5205.....	Stillwater—Schuylerville, Part 1.....	Saratoga.....		.....	5.38	.....	.....
5206.....	Trumansburg Village.....	Tompkins.....		1.40	1.54	.....	.....
5207.....	Elmira—Lowman.....	Chemung.....		.....	.....	5.47	.....
5208.....	Horseheads—Montour Falls.....	Chemung.....	Horseheads	0.67	.....	9.20	.....
		Schuyler.....		.....	.....	3.19	.....
5209.....	Utica—Frankfort.....	Herkimer.....		.....	3.06	.....	.....
5210.....	Middletown—Bloomingburg.....	Orange.....		.....	.....	6.78	.....
5211.....	Painted Post—Campbell.....	Steuben.....	Painted Post	0.45	.....	8.04	.....
5212.....	Hornell—Canisteo.....	Steuben.....	Canisteo	0.25	3.94	.....	.....
5213.....	Ithaca—Danby, Part 3.....	Tompkins.....		.....	4.43	.....	.....
5214.....	Ithaca—Newfield.....	Tompkins.....	Newfield	1.53	5.09	.....	.....
5215.....	Owego—Binghamton.....	Tioga.....	Owego	0.72	.....	9.95	.....
		Broome		.....	.....	0.77	.....

List of all State Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
5216.....	Bainbridge—Unadilla, Part 2.....	Chenango.....	.....	1.07	.....	.....
5217.....	Jamestown—Bemus Point.....	Chautauqua.....	.....	.....	7.96	.....
5218.....	Lowman—Waverly, Part 2.....	Chemung.....	.....	4.27	.....	.....
5219.....	Ilion—Frankfort.....	Herkimer.....Frankfort	1.26	2.47	.....	.....
5220.....	Niagara Falls—Buffalo, Part 3.....	Niagara North Tonawanda City	2.35	4.87	.....	.....
5221.....	Union Square—Pulaski, Part 2.....	Oswego.....Pulaski	0.63	4.69	.....	.....
5222.....	Cropseyville—Grafton.....	Rensselaer.....	.....	5.93	.....	.....
5223.....	Liberty—County Line, Part 1.....	Sullivan.....	.....	.....	8.54	.....
5224.....	Campbell—Bath.....	Steuben.....Savona	2.11	9.43	.....	.....
5225.....	Varna Crossing.....	Tompkins.....	.....	0.53	.....	.....
5226.....	White Plains—Rye Lake.....	Westchester.....	.....	.....	7.01	.....
5227.....	Lake George—Warrensburgh.....	Warren.....	.....	4.58	.....	.....
5228.....	Rouses Point Village.....	Clinton.....	2.24	2.24	.....	.....
5229.....	Unadilla—Wells Bridge.....	Otsego.....	.....	.....	.....	4.78
5230.....	Stillwater—Schuylerville, Part 2.....	Saratoga.....Victory Mills	1.11	.....	7.52	.....
5231.....	Yonkers—White Plains.....	Westchester.....	.....	5.22	.....	.....
5232*....	Smithtown—Port Jefferson.....	Suffolk.....	.....	.....	.....	11.59
5233.....	Cairo—Windham, Part 1.....	Greene.....	.....	3.39	.....	.....
5234.....	Liberty—County Line, Part 2.....	Sullivan.....	.....	.....	8.51	.....
5235.....	Jay—Upper Jay.....	Essex.....	.....	3.69	.....	.....
5236.....	Upper Jay—Keene.....	Essex.....	.....	.....	6.06	.....
5237.....	Slingerlands—Albany.....	Albany.....	.....	4.23	.....	.....
5238.....	Elizabethtown—Keene, Part 2.....	Essex.....	.....	6.21	.....	.....

5239.....	Elizabethtown—Keene, Part 1	Essex	Elizabethtown	1.36	.....	6.18	.....
5240.....	Colliers—Maryland	Otsego		.....	.....	5.69	.....
5241.....	Binghamton—Windsor, Part 4	Broome		.....	.....	3.14	.....
5242.....	Port Crane—Sanitaria Springs	Broome		.....	.....	3.22	.....
5243.....	Sanitaria Springs—Harpursville	Broome		.....	.....	8.92	.....
5244.....	Poplar Ridge—Fleming	Cayuga		.....	.....	11.52	.....
5245.....	Bemus Point—Dewittville	Chautauqua	Bemus Point	1.30	.....	5.97	.....
5246*....	Hancock—East Branch	Delaware	Hancock	2.13	.....	.....	13.42
5247.....	Schenevus—Schoharie County Line	Otsego	Schenevus	0.99	.....	12.20	.....
5248.....	Boonville Town Line—McKeever	Oneida	Forestport	1.59	.....	16.77	.....
		Herkimer		.....	.....	1.23	.....
5249.....	Cicero—Brewerton	Onondaga		.....	4.84	.....	.....
5250.....	Central Square—Union Square, Part 1	Oswego	Central Square	1.11	7.00	.....	.....
5251.....	Fulton—Three Rivers, Part 1	Oswego	City of Fulton	0.77	4.25	.....	.....
5252.....	Geneva—Lyons, Part 2	Ontario		.....	7.37	.....	.....
5253†....	Jasper—Addison	Steuben		.....	.....	.....	10.10
5253A...	Jasper—Addison	Steuben	Woodhull.	0.71	.....	6.99	.....
5254.....	Hornell—Arkport	Steuben		.....	3.92	.....	.....
5255§....	Almond—Hornell	Steuben		.....	3.85	.....	.....
5256.....	Esty Glen—South Lansing	Tompkins		.....	3.10	.....	.....
5257.....	Waverly—Owego, Part 3	Tioga	Owego.	0.79	.....	9.71	.....
5258.....	Little Valley—Randolph, Part 3	Cattaraugus	E. Randolph	1.18	.....	6.74	.....
5259.....	Salamanca—Little Valley, Part 2	Cattaraugus	Little Valley	1.54	.....	6.86	.....
5260.....	Long Pond—Smithville Flats	Chenango		.....	3.01	.....	.....
5261.....	Afton—Bainbridge	Chenango		.....	4.44	.....	.....
5262.....	Fredonia—Silver Creek, Part 1	Chautauqua	Fredonia	0.74	2.15	.....	.....

* Contract cancelled. No work done.
§ Contract cancelled. All work done except H. O. top. Work accepted as completed with deductions covering H. O.
† Original plans, 17.09 miles; 6.99 miles contracted for as State Highway No. 5253A; 10.10 miles cancelled. Last estimate $49,627.00.

LIST OF ALL STATE HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County		Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
5263.....	DeWittville—Mayville.....	Chautauqua.....	Mayville	0.85	.....	5.51	.....
5264.....	Allegany—Vandalia.....	Cattaraugus.....	Allegany	0.20	.....	4.50	.....
5265.....	Salamanca—Little Valley, Part 1.....	Cattaraugus..	Salamanca W. Salmca	0.95 0.93	.....	4.31	.....
5266.....	Watertown—Clayton, Part 3.....	Jefferson.....	Clayton	1.11	7.31	.....	.....
5267.....	Watertown—Clayton, Part 2.....	Jefferson.....		.....	.....	8.45	.....
5268.....	Hope Center—Wells, Part 2.....	Hamilton.....		.....	.....	6.01	.....
5269.....	County Line—Adams Center.....	Jefferson.....	Mannsville Adams....	1.17 1.12	.....	13.38	.....
5270.....	Portage—Mount Morris, Part 3.....	Livingston..	Mount Morris	0.77	.....	6.92	.....
5271.....	Portage—Mount Morris, Part 2.....	Livingston.....	Nunda	0.78	5.51	.....	.....
5272.....	Portage—Mount Morris, Part 1.....	Livingston.....		.....	4.20	.....	.....
5273.....	Caledonia—Avon.....	Livingston.....	Caledonia	0.48	6.30	.....	.....
5274.....	Phoenix—Syracuse.....	Onondaga.....	Liverpool	1.05	10.49	.....	.....
5275. ...	Pulaski—Sandy Creek.....	Oswego....	Pulaski..... Sandy Creek	1.39 1.39	.....	8.15	.....
5276.....	Fulton—Three Rivers, Part 2.....	Oswego.....	Phoenix	1.52	6.17	.....	.....
5277.....	Schuylerville Village.....	Saratoga		1.03	1.03	.....	.....
5278.....	West Sand Lake—Averill Park.....	Rensselaer.....		.....	.....	3.66	.....
5279.....	Scottsville—Chili.....	Monroe.....		.....	6.63	.....	.....
5280†....	Little Neck—Old Westbury, Part 2.....	Nassau.....		.....	.....	.....	1.65
5281.....	Ballston Lake—High Mills.....	Saratoga.....		.....	1.77	.....	.....
5282.....	Ovid—Romulus.....	Seneca.....	Ovid	0.80	.....	6.88	.....
5283.....	Gouverneur—De Kalb.....	St. Lawrence.....	Richville	1.06	.....	18.91	.....

5284	Nicholville—Moira	St. Lawrence			8.28		
		Franklin			3.38		
5285	Potsdam—Nicholville	St. Lawrence				14.90	
5286	Howes Cave—Cobleskill	Schoharie	Cobleskill	0.89		4.76	
5287	County Line—Gouverneur	St. Lawrence				5.99	
5288	Ogdensburg City	St. Lawrence		4.57		4.57	
5289	Lowman—Waverly, Part 3	Chemung			2.68		
		Tioga	Waverly	0.08	0.97		
5290	Wolcott—Red Creek	Wayne	Wolcott	1.34	7.01		
			Red Creek	1.05			
5291	Penn Yan Village	Yates		1.75	1.75		
5292	Truxton—De Ruyter, Part 2	Cortland			0.87		
5293	Cambridge—Salem, Part 2	Washington			6.01		
5294	Etna—Freeville—Dryden	Tompkins	Freeville	1.56		6.69	
			Dryden.	0.21			
5295	Watkins—Bennettsburg	Schuyler	Watkins	1.14		5.15	
			Burdett.	1.26			
5296	Liberty Village	Sullivan		1.37		1.37	
5297	Oxford—Chester	Orange	Chester	1.11	3.94		
5298	Bedford—Goldens Bridge	Westchester				7.03	
5299	Babylon Village	Suffolk		1.32	1.32		
5300	Amityville Village	Suffolk		1.04	1.04		
5301*	Bay Shore—Brookhaven Town Line	Suffolk					12.92
5302	Avon—Lima	Livingston	Avon	1.54	6.40		
5303	Boonville Village	Oneida		0.83	0.83		
5304	Clayton—Alexandria Bay	Jefferson	Clayton	0.83	11.49		
			Alexan'a Bay	0.60			

† All bids rejected.
* Contract cancelled. 1 per cent. work done.

LIST OF ALL STATE HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1913, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
5305	Niagara Falls—Sanborn	Niagara	.....	.....	7.95	.....
5306	Lewiston—Youngstown	Niagara: Lewiston	1.36	.....	6.82	.....
		Niagara: Youngstown	1.21			
5307	Alder Creek—Lewis County Line	Oneida.....Boonville	0.47	7.79	.....	.....
5308	Potsdam Village	St. Lawrence	2.25	2.51	.....	.....
5309	Lowville Village	Lewis	1.30	1.30	.....	.....
5310	Troy City: Brunswick Turnpike	Rensselaer	0.95	0.95	.....	.....
5311	Plattsburg—Ausable Chasm, Part 2	Clinton	.....	3.35	.....	.....
		Essex	.....	1.57		
5312	Cuba—Friendship, Part 2	Allegany.....Friendship	1.18	.....	6.10	.....
5313	Stillwater Village	Saratoga	1.30	1.30	.....	.....
5314	Scotia—High Mills	Schenectady.....Scotia	0.90	.....	.....	6.35
5315	Medina Village	Orleans	2.45	.....	2.45	.....
5316	Cambridge—Salem, Part 3	Washington.....Salem	1.86	3.09	.....	.....
5317†	East Aurora—Holland	Erie.....East Aurora	0.72	.....	.....	9.50
5318	Camillus—Fairmount, Part 1	Onondaga.....Camillus	0.35	1.20	.....	.....
5319	Wrights Corners—Hartland	Niagara	.....	6.64	.....	.....
5320	Westfield Village	Chautauqua	1.07	1.07	.....	.....
5321	[illegible]	Westchester	.....	1.64	.....	.....
5322	[illegible]y, Part 2	Sullivan	.....	8.45	.....	.....
5323	Penn Yan—Halls Corners	Yates	.....	6.25	.....	.....
		Ontario	.....	1.90	.....	.....
5324	Dundee—Penn Yan	Yates	.....	10.89	.....	.....

5325.....	Whitesboro—Trenton	Oneida	Holland Patent	0.88	.....	12.37	.....
			Trenton	0.07			
5326.....	Dover Plains—Pawling Town Line, Part 2	Dutchess		.....	3.93	.....	.....
5327.....	Oneida County Line—Turin	Lewis	Turin	1.08	.....	14.77	.....
5328.....	West Point—Central Valley	Orange	Highland Falls	0.66	.....	11.20	.....
5329.....	Cazenovia—Morrisville	Madison	Morrisville	0.17	.....	10.11	.....
5330.....	Morrisville—Bouckville	Madison	Morrisville	0.87	.....	5.63	.....
5331.....	Gouverneur Village	St. Lawrence		1.78	1.78	.....	.....
5332.....	Lowville—Carthage	Lewis		.....	.....	13.21	.....
		Jefferson	West Carthage	1.12	.....	1.12	.....
5333.....	Waverly Village	Tioga		1.28	1.28	.....	.....
5334*....	Watkins—Yates County Line	Yates		.....	.....	.....	0.41
		Schuyler		.....	.....	.....	7.17
5335.....	Watkins Village: Franklin Street	Schuyler		1.75	.....	1.75	.....
5336.....	Salem—Granville, Part 2	Washington		.....	.....	9.48	.....
5337.....	Rouses Point—Canadian Line	Clinton	Rouses Pt.	0.45	2.36	.....	.....
5338.....	Windsor—Deposit	Broome	Windsor	1.63	.....	13.36	.....
			Deposit	0.85			
		Delaware	Deposit	0.38	.....	0.38	.....
5339.....	Binghamton City: Court Street	Broome		1.05	1.05	.....	.....
5340†....	Colchester—Sullivan County Line	Delaware		.....	.....	.....	7.99
5341.....	Friendship—Belmont	Allegany		.....	.....	6.80	.....
5342.....	Hornell City: Cemetery Hill	Steuben		0.61	0.61	.....	.....
5343.....	Grand Gorge—Stamford—Harpersfield	Delaware	Stamford	1.34	9.08	.....	.....
		Schoharie		.....	3.01	.....	.....
5344.....	Carthage Village	Jefferson		2.12	.....	2.12	.....

* Contract cancelled. No work done.
† All bids rejected.

List of all State Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order—(*Cont'd*).

Highway No.	Name of highway	County		Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
5345†	Trenton—Prospect—Remsen	Oneida	Trenton.	0.29	.....	.....	5.86
			Prospect	0.42			
			Remsen.	0.20			
5346	Remsen—Boonville Town Line	Oneida	Remsen	0.80	.....	6.12	.....
5347	Hillsdale—Copake Iron Works	Columbia		.....	4.85	.....	.....
5348	Canisteo—Jasper	Steuben	Canisteo	0.69	.....	12.82	.....
5349	Painted Post—Addison, Part 3	Steuben	Addison	2.07	.....	4.98	.....
5350¶	Bath Village	.....		.....	.....	.....	.....
5351	Avoca Village	Steuben		1.50	.....	1.50	.....
5352	Arkport—Dansville	Steuben		.....	.....	10.39	.....
5353	Hornell City: Canisteo Street	Steuben		0.23	0.23	.....	.....
5354	Raymertown—Hoosick, Part 2	Rensselaer		.....	.....	5.11	.....
5355	Tuckahoe—White Plains, Part 1	Westchester		.....	.....	.....	2.43
5356†	White Plains Village	Westchester		2.24	.....	.....	2.24
5357	Bronxville Village	Westchester		0.95	0.95	.....	.....
5358†	Mount Vernon City: Columbus Avenue	Westchester		0.28	.....	.....	0.28
5359	Yonkers City: Central Avenue	Westchester		6.48	6.48	.....	.....
5360	Eastview—Briarcliff Manor	Westchester	Tarrytown..	0.55	5.04	.....	.....
			N. Tarry't'n	1.55			
5361†	Briarcliff Manor Village	Westchester		0.83	.....	.....	0.83
5362†	Tuckahoe Village	Westchester		0.25	.....	.....	0.25
5363*	Peekskill Village	Westchester		2.27	.....	.....	2.27
5364	Ossining—Croton River	Westchester		.....	.....	1.66	.....

5365.....	Syracuse—Lafayette	Onondaga	.....	6.87	.....	.....	
5366§....	Catskill Village	Greene	1.74	1.74	.....	.....	
5367.....	Catskill—Athens	Greene....Athens	3.12	5.97	.....	.....	
5368.....	Athens—Coxsackie	Greene	.....	4.06	.....	.....	
5369†....	Coxsackie Village	Greene	2.21	.....	.....	2.21	
5370	Coxsackie—Ravena, Part 2	Greene	.....	2.70	.....	.....	
5371.....	Larchmont Village	Westchester	0.95	.....	.....	0.95	
5372.....	New Rochelle—Mamaroneck	Westchester	.....	0.73	.....	.....	
5373.....	Rye Village	Westchester	2.85	2.85	.....	.....	
5374.....	Pelham—New Rochelle	Westchester	.....	0.20	.....	.....	
5375.....	Pelham Manor Village	Westchester	1.34	1.34	.....	.....	
5376.....	Mamaroneck Village	Westchester	1.29	1.29	.....	.....	
5377.....	Riverside Drive—Binghamton	Broome { Lesterahire / Binghamton C. }	0.17 / 1.49	1.91	.....	.....	
5378.....	Ontario Center—Williamson	Wayne	.....	4.50	.....	.....	
5379.....	Ithaca—West Danby, Part 1	Tompkins	.....	.....	3.22	.....	
5380.....	Bouckville—Madison	Madison.....Madison	0.67	2.45	.....	.....	
5381 .. .	La Salle Bridge	Niagara.....La Salle	0.09	0.09	.....	.....	
5382.....	Fulton—Oswego	Oswego.... { Fulton City.. / Oswego City }	0.97 / 2.40	10.87	.....	.....	
5383‡....	East Branch—Trout Brook	Delaware	.....	.....	.....	2.12	
5384.....	Margaretville—Halcottsville	Delaware....Margaretville	1.08	6.13	.....	.....	
5385† ...	Oriskany Falls Village	Oneida	1 09	.....	.....	1.09	
5386.....	Canandaigua Village: West Avenue	Ontario	0.91	.....	0.91	.....	
5387.....	Fishkill—Peekskill, Part 2	Putnam	.....	.....	2.38	.....	

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No work done
miles: 0.23 mile cancelled.
Last estimate $5,795.70.
Commissioner.

List of all State Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1913, Shown in Consecutive Numerical Order—(*Concl'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
5388†	Spring Valley Village; Suffern Village; Hilburn Village	Rockland: Spring Valley	0.99	.....	.....	3.58
		Rockland: Suffern	1.45			
		Rockland: Hilburn	1.14			
5389†	Haverstraw—West Haverstraw	Rockland: Haverstraw	0.95	.....	.....	1.58
		Rockland: W. Haverstraw	0.63			
5390†	Binghamton City: State Hospital	Broome	0.83	.....	.....	0.83
5391	Sherburne Village	Chenango	0.40	.....	0.40	.....
5392	Elmira City: East Water Street	Chemung	0.76	.....	0.76	.....
5393	Troy City: Hoosick Street	Rensselaer	0.52	.....	0.52	.....
5394	Johnstown City	Fulton	1.54	.....	1.54	.....
5395	Utica City: Turner Street	Oneida	0.38	0.38	.....	.....
5396	Solvay Village: Genesee Street	Onondaga	0.46	.....	.....	0.69
5397	Naples Village: Main Street	Ontario	1.74	.....	1.74	.....
5398	County Line—Dansville	Livingston....Dansville	3.58	.....	4.40	.....
5399	Batavia Village	Genesee	1.97	.....	1.97	.....
5400	Warsaw—Gainesville	Wyoming: Warsaw	2.52	.....	8.89	.....
		Wyoming: Gainesville	0.55			
5401	Corning City: East Market and West Pulteney Streets	Steuben	0.85	.....	0.85	.....
5402	Carthage Village: State Street	Jefferson	0.35	.....	.....	0.35
5403	Clayton Village	Jefferson	1.17	.....	1.17	.....
5404	Granville Village	Washington	1.75	.....	1.75	.....
5405	Allegany Village: Main Street	Cattaraugus	0.61	.....	.....	0.61
5406	Oriskany Falls—Deansboro	Oneida	.....	.....	.....	3.95
5407†	Athol Springs—Walden Cliffs	Erie	.....	.....	.....	5.87

5408.....	Fulton City: East First Street.....	Oswego.....		0.36	.....	.....	0.36
5409.....	Catskill Village: West Bridge Street.....	Greene.....		0.23	.....	0.23	.....
5410.....	Warsaw—Pavilion, Parts 3 and 4.....	Wyoming.....		.....	.....	.....	3.93
5411.....	West Creek.....	Herkimer.....	Herkimer	0.09	.....	.....	0.20
5412.....	Union Village: Main and Bridge Streets.....	Broome.....		0.28	.....	.....	0.28
5413.....	Binghamton City: Front Street.....	Broome.....		0.82	.....	.....	0.82
5414.....	Norwich—Oxford.....	Chenango.....	Norwich Oxford	0.72 1.56	.....	.....	9.64
5415.....	Central Square—Union Square, Part 2.....	Oswego.....		.....	.....	.....	5.81
5416.....	Cambria—Wrights Corners.....	Niagara.....		.....	.....	.....	7.80
5417.....	Pekin—Cambria.....	Niagara.....		.....	.....	.....	5.40
5418.....	Carrollton—Killbuck.....	Cattaraugus.....	Carrollton	0.67	.....	.....	4.41
5419.....	Andover Village.....	Allegany.....		1.51	.....	.....	1.51
5420.....	Owego—Candor, Part 1.....	Tioga.....	Owego	1.11	.....	.....	1.63
5421.....	Holley—Brockport, Part 1.....	Orleans.....	Holley	1.28	.....	.....	2.40
5422.....	Albion—Fancher.....	Orleans.....		.....	.....	.....	3.43
5423.....	Hartland—Medina, Part 2.....	Orleans.....		.....	.....	.....	6.02
5424.....	Virgil—Cortland.....	Cortland.....		.....	.....	.....	5.96
5425.....	Holley—Brockport, Part 2.....	Monroe.....	Brockport	0.50	.....	.....	3.25
				279.75	960.61	632.56	186.90

† All bids rejected.

APPENDIX C.

STATEMENT BY COUNTIES SHOWING STATE AND COUNTY HIGHWAYS COMPLETED, UNDER CONTRACT AND AWAITING CONTRACT.

LIST OF ALL HIGHWAYS WHICH HAVE BEEN IMPROVED, ARE NOW UNDER CONTRACT, OR WHICH ARE AWAITING CONTRACTS, DECEMBER 31, 1913, SHOWN BY COUNTIES.

ALBANY COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
7	Delaware, Sec. 1	Bethlehem	....	1.04	1.04	.....	.....
22	Loudon	Colonie	....	3.41	3.41	.....	.....
41	Delaware, Sec. 2	Bethlehem	....	2.74	2.74	.....	.....
92	Delmar—Slingerlands	Bethlehem	....	1.74	1.74	.....	.....
119	Loudon, Sec. 2	Colonie	....	3.92	3.92	.....	.....
124	North	New Scotland	....	1.84	1.84	.....	.....
176	Albany—Schenectady, Sec. 1	Colonie	....	2.31	2.31	.....	.....
177	Schoharie, Secs. 1 and 2	Knox	....	1.30	5.00	.....	.....
		Guilderland	....	3.70			
178	Delaware, Sec. 3	Bethlehem	....	1.97	7.38	.....	.....
		New Scotland	....	5.41			
192	Beaver Dam	Berne	....	3.54	3.54	.....	.....
193	River	Bethlehem	....	8.13	8.13	.....	.....
198	Delaware, Sec. 4	New Scotland	....	3.27	6.52	.....	.....
		Berne	....	3.25			
199	Delaware, Sec. 5	Westerlo	....	5.43	7.88	.....	.....
		Rensselaerville	....	2.45			
364	Preston Hollow—Potter Hollow	Rensselaerville	....	3.13	3.13	.....	.....
365	Guilderland Center—Guilderland	Guilderland	....	1.90	1.90	.....	.....
366	New Scotland—Wolf Hill	New Scotland	....	6.85	6.85	.....	.....

ALBANY COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
367	Glenmont—Feura Bush	Bethlehem	....	6.17	6.77	.....	.....
		New Scotland	....	0.60			
385	Albany—Schenectady, Sec. 2	Colonie	....	5.14	5.14	.....	.....
508	Selkirk—Coeymans	Bethlehem	....	0.28	4.77	.....	.....
		Coeymans	....	4.49			
566	Wolf Hill—Berne	Berne	....	7.34	7.34	.....	.....
604	Troy—Schenectady, Sec. 3	Colonie	....	3.88	3.88	.....	.....
630	Troy—Schenectady, Sec. 4	Colonie	....	2.24	2.24	.....	.....
646	Indian Fields—Dormansville	Coeymans	....	2.78	4.12	.....	.....
		Westerlo	....	1.34			
755	Altamont—Knox	Knox	....	3.64	4.25	.....	.....
		Guilderland	....	0.61			
790	Cohoes City Line—Boghts Corners	Colonie	....	2.17	2.17	.....	.....
791‡*	Albany—Guilderland	Guilderland	....	0.70	.....	.....	0.70
792‡	Schenectady County Line—Guilderland	Guilderland	....	3.26	.....	.....	3.26
849	Altamont Village	Guilderland	1.10	1.10	1.10	.....	.....
879	Shakers—Watervliet	Colonie	....	6.40	.....	6.40	.....
948	Voorheesville—New Salem	New Scotland. Voorheesville	0.77	3.76	3.76	.....	.....
956	Watervliet City: Nineteenth Street	Watervliet City	0.46	0.46	0.46	.....	.....
957	Cohoes City: Columbia Street	Cohoes City	0.43	0.43	0.43	.....	.....
977	Albany—Watervliet	Colonie	....	2.45	.....	2.45	.....
978	East Berne—Clyckman Church	Berne	....	1.73	4.35	.....	.....
		Knox	....	2.62			

979....	Feura Bush—Indian Fields	New Scotland	....	4.84	8.27	.....	.....
		Coeymans	....	3.43			
1105....	Albany City: Central Avenue	Albany City	0.75	0.75	0.75	.....	.....
1146....	Watervliet City; Third Avenue	Watervliet City	0.18	0.18	.....	.....	0.18
			3.69	140.12	129.13	8.85	4.14

STATE HIGHWAYS.

5010....	Slingerlands—New Scotland	Bethlehem	....	0.98	1.98	.....	.....
		New Scotland	....	1.00			
5039††..	West Berne—Gallupville	Knox	....	0.64	0.64	.....	.....
5155....	Albany—Guilderland	Guilderland	....	5.37	.....	5.37	.....
5237....	Slingerlands—Albany	Bethlehem	....	4.23	4.23	.....	.....
				12.22	6.85	5.37	

ALLEGANY COUNTY.

COUNTY HIGHWAYS.

801....	East Rushford—Gordonville Bridge	Rushford	....	4.68	4.68	.....	.....
945....	Wellsville—Hallsport	Wellsville.....Wellsville	0.41	2.36	4.18	.....	.....
		Willing	....	1.82			
964....	Friendship—Bolivar, Part 1	Friendship.....Friendship	0.54	2.22	.....	6.10	.....
		Wirt	....	3.88			

‡ Designated by the Commission as State system.
* Original plans, 6.07 miles; 5.37 miles constructed as State Highway No. 5155.
† Not on map approved by Legislature.
†† Part in Schoharie county.

ALLEGANY COUNTY—(*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
965....	Obi—Cuba	Clarksville	....	6.33	.....	9.90	.....
		Cuba.....Cuba	0.46	3.57			
1091....	Fillmore—Hume	Hume	....	2.51	.....	.....	2.51
			1.41	27.37	8.86	16.00	2.51
		STATE HIGHWAYS.					
5023....	Cuba—Black Creek, Part 1	Cuba.....Cuba	0.43	2.83	2.83	.....	.....
5129....	Wellsville—Scio	Wellsville.....Wellsville	0.19	0.90	4.50	.....	.....
		Scio	....	3.60			
5174y...	Cuba—Friendship	Cuba.....Cuba	1.57	4.33	.....	4.33	.....
5312....	Cuba—Friendship, Part 2	Cuba	....	2.50	.....	6.10	.....
		Friendship.....Friendship	1.18	3.60			
5341....	Friendship—Belmont	Friendship	....	3.75	.....	6.80	.....
		Amity	....	3.05			
5419....	Andover Village	Andover.....Andover	1.51	1.51	.....	.....	1.51
			4.88	26.07	7.33	17.23	1.51
		BROOME COUNTY.					
		COUNTY HIGHWAYS.					
47....	Chenango River	Chenango	....	0.06	1.75	.....	.....
		Dickinson	....	1.69			
125....	Lestershire	Union	....	2.96	2.96	.....	.....
126....	Town Line Extension	Chenango	....	1.97	1.97	.....	.....
127....	Park Bridge	Kirkwood	....	2.08	2.08	.....	.....

134....	Fenton	Fenton	....	2.17	2.17	.....	.....
174....	Endicott	Union.....Endicott	0.92	2.17	2.17	.....	.....
175....	Chenango Towpath	Fenton	....	1.84	1.84	.....	.....
209....	Nineveh	Colesville	....	0.93	0.93	.....	.....
210....	Harpursville	Colesville	....	0.85	0.85	.....	.....
211....	Center Village	Colesville	....	0.57	0.57	.....	.....
212....	Ouaquaga	Colesville	....	1.01	1.01	.....	.....
213....	River Road—Windsor, Sec. 2	Windsor	....	2.83	2.83	.....	.....
214....	River Road—Windsor, Sec. 1	Windsor	....	1.87	1.87	.....	.....
265....	Deposit	Sanford	....	2.78	2.78	.....	.....
266....	Tunnel	Colesville	....	1.70	1.70	.....	.....
267....	Castle Creek	Chenango	....	6.00	6.00	.....	.....
268....	Bridge	Chenango	....	1.00	1.00	.....	.....
274....	Gulf Bridge	Chenango	....	1.75	1.75	.....	.....
275....	Union—Maine	Union	....	3.04	3.04	.....	.....
374....	Maine	Union	....	0.62	3.37	.....	.....
		Maine	....	2.75			
375....	Barker	Barker	....	0.62	0.62	.....	.....
420....	Vestal	Vestal	....	3.69	3.69	.....	.....
421....	Conklin	Conklin	....	7.83	7.83	.....	.....
444....	Riverside Drive	Union	....	1.14	1.14	.....	.....
445....	Lisle—Center Lisle	Lisle	....	2.70	2.70	.....	.....
834....	Kirkwood River	Kirkwood	....	7.48	7.48	.....	.....
858....	Whitney Point—Upper Lisle	Triangle	....	4.27	4.27	.....	.....
902....	Glen Aubrey—Whitney Point	Nanticoke	....	5.30	5.30	.....	.....
963....	Port Crane—North Fenton	Fenton	....	6.02	6.02	.....	.....
1106....	Harpursville—Ouaquaga	Colesville	....	5.09	.....	5.09	.....
			0.92	86.78	81.69	5.09	

y Part in Cattaraugus county.

BROOME COUNTY — (*Concluded*).

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5022....	Binghamton—Windsor, Part 1	Kirkwood	....	2.84	3.00	.....	.....
		Windsor	....	0.16			
5148....	Binghamton—Windsor, Part 3	Windsor	....	3.68	3.68	.....	.....
5200*...	Nineveh—Afton	Colesville	....	0.43	0.43	.....	.....
5215**..	Owego—Binghamton	Vestal	....	0.77	.....	0.77	.....
5241....	Binghamton—Windsor	Windsor	....	3.14	.....	3.14	.....
5242....	Port Crane—Sanitaria Springs	Fenton	....	2.63	.....	3.22	.....
		Colesville	....	0.59			
5243....	Sanitaria Springs—Harpursville	Colesville	....	8.92	.....	8.92	.....
5338†...	Windsor—Deposit	Windsor..... Windsor	1.63	7.30	.....	13.36	.....
		Sanford..... Deposit	0.85	6.06			
5339....	Binghamton City: Court Street	Binghamton City	1.05	1.05	1.05	.....	.....
5377....	Riverside Drive—Binghamton	Union ..... Lestershire	0.17	1.91	1.91	.....	.....
		Binghamton City	1.49				
5390††..	Binghamton City: State Hospital	Binghamton City	0.83	0.83	.....	.....	0.83
5412....	Union Village: Main and Bridge Streets	Union..... Union	0.28	0.28	.....	.....	0.28
5413....	Binghamton City: Front Street	Binghamton City	0.82	0.82	.....	.....	0.82
			7.12	41.41	10.07	29.41	1.93

CATTARAUGUS COUNTY.

COUNTY HIGHWAYS.

601....	Olean—Allegany	Olean..... Olean	1.94	0.78	3.09	.....	.....
		Allegany	....	2.31			
695....	Otto—Cattaraugus	New Albion	....	1.21	1.21	.....	.....
696....	Otto—East Otto, Sec. 1	Otto	....	4.10	4.10	.....	.....

697....	Otto—East Otto, Sec. 2	East Otto	....	2.27	2.27	.....	.....
730....	Portville—Olean, Sec. 1	Portville	....	3.46	3.46	.....	.....
731....	Portville—Olean, Sec. 2	Olean.....Olean	1.24	2.06	2.06	.....	.....
872....	Portville Village	Portville	0.65	0.65	0.65	.....	.....
958....	Gowanda—Dayton	Persia	....	1.52	4.27	.....	.....
		Dayton	....	2.75			
959....	Randolph—Rutledge, Part 2	Conewango	....	3.86	3.86	.....	.....
960....	Rutledge—Leon, Part 2	Leon	....	2.80	2.80	.....	.....
1024....	Gowanda Village	Persia	0.77	0.77	.....	0.77	.....
			4.60	28.54	27.77	0.77	
		STATE HIGHWAYS.					
5066....	Olean—Hinsdale, Part 1	Olean	....	2.94	2.94	.....	.....
5099....	Olean City	Olean City	0.36	0.36	0.36	.....	.....
5137....	Olean—Hinsdale—Cuba	Hinsdale	....	8.51	.....	8.83	.....
		Ischua	....	0.32			
5174y...	Cuba—Friendship	Hinsdale	....	0.32	.....	0.32	.....
5258....	Little Valley—Randolph, Part 3	Cold Springs	....	0.42	.....	6.74	.....
		Conewango....E. Randolph	1.18	0.11			
		Randolph	....	6.21			
5259....	Salamanca—Little Valley, Part 2	Little Valley...Little Valley	1.54	6.86	.....	6.86	.....
5264....	Allegany—Vandalia	Allegany.....Allegany	0.20	4.50	.....	4.50	.....
5265....	Salamanca—Little Valley, Part 1	Great Valley....Salamanca.	0.95	0.86	.....	4.31	.....
		Salamanca...W. Salamanca.	0.93	3.45			
5405....	Allegany Village: Main Street	Allegany	0.61	0.61	.....	.....	0.61
5418....	Carrollton—Killbuck	Great Valley	....	2.78	.....	.....	4.41
		Carrollton.....Carrollton	0.67	1.63			
			6.44	39.88	3.30	31.56	5.02

* Part in Chenango county.
† Part in Delaware county.
y Part in Allegany county.
** Part in Tioga county.
†† All bids rejected.

CAYUGA COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
383	Owasco	Owasco	....	2.19	2.19	.....	.....
384	Fleming	Fleming	....	3.17	3.17	.....	.....
590	Auburn—Seneca Falls, Sec. 1	Aurelius	....	7.96	7.96	.....	.....
591	Moravia—Niles	Niles	....	5.33	10.85	.....	.....
		Moravia	....	5.52			
592	Auburn—Elbridge	Sennett	....	4.95	5.61	.....	.....
		Brutus	....	0.66			
614	Auburn—Owasco	Owasco	....	6.08	6.08	.....	.....
684	Cato—Meridian—Baldwinsville	Ira	....	1.19	4.40	.....	.....
		Cato	....	3.21			
685	Sterling—Oswego	Sterling	....	4.88	4.88	.....	.....
686	Weedsport—Cato	Brutus	....	1.04	8.72	.....	.....
		Cato	....	7.08			
		Ira..... Cato	1.10	0.60			
687	Fairhaven—Sterling—Martville	Sterling	....	5.30	5.30	.....	.....
687A	Fairhaven—Sterling—Martville	Sterling..... Fairhaven	0.05	0.17	0.17	.....	.....
752	Auburn—Wyckoff	Owasco	....	0.11	2.89	.....	.....
		Fleming	....	2.78			
753	Fleming—Scipio	Fleming	....	1.40	1.40	.....	.....
852	Meridian Village	Cato	0.81	0.81	0.81	.....	.....
1016	Croton—Locke—Moravia	Locke	....	6.24	.....	7.96	.....
		Moravia..... Moravia	1.22	1.72			
			3.18	72.39	64.43	7.96	

LIST OF ALL HIGHWAYS WHICH HAVE BEEN IMPROVED, ARE NOW UNDER CONTRACT, OR WHICH ARE AWAITING CONTRACTS, DECEMBER 31, 1913, SHOWN BY COUNTIES.

ALBANY COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
7	Delaware, Sec. 1	Bethlehem	....	1.04	1.04	.....	.....
22	Loudon	Colonie	....	3.41	3.41	.....	.....
41	Delaware, Sec. 2	Bethlehem	....	2.74	2.74	.....	.....
92	Delmar—Slingerlands	Bethlehem	....	1.74	1.74	.....	.....
119	Loudon, Sec. 2	Colonie	....	3.92	3.92	.....	.....
124	North	New Scotland	....	1.84	1.84	.....	.....
176	Albany—Schenectady, Sec. 1	Colonie	....	2.31	2.31	.....	.....
177	Schoharie, Secs. 1 and 2	Knox	....	1.30	5.00	.....	.....
		Guilderland	....	3.70			
178	Delaware, Sec. 3	Bethlehem	....	1.97	7.38	.....	.....
		New Scotland	....	5.41			
192	Beaver Dam	Berne	....	3.54	3.54	.....	.....
193	River	Bethlehem	....	8.13	8.13	.....	.....
198	Delaware, Sec. 4	New Scotland	....	3.27	6.52	.....	.....
		Berne	....	3.25			
199	Delaware, Sec. 5	Westerlo	....	5.43	7.88	.....	.....
		Rensselaerville	....	2.45			
364	Preston Hollow—Potter Hollow	Rensselaerville	....	3.13	3.13	.....	.....
365	Guilderland Center—Guilderland	Guilderland	....	1.90	1.90	.....	.....
366	New Scotland—Wolf Hill	New Scotland	....	6.85	6.85	.....	.....

CHAUTAUQUA COUNTY — (*Concluded*).

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5053	Levant—Poland Center	Poland	....	2.54	2.54	.....	.....
5067	Falconer Village	Ellicott	1.06	1.06	1.06	.....	.....
5151	Poland Center—Waterboro	Poland	....	5.20	5.20	.....	.....
5201	Jamestown City	Jamestown	1.48	1.48	1.48	.....	.....
5217	Jamestown—Bemus Point	Ellicott	....	2.23	.....	7.96	.....
		Ellery	....	5.73			
5245	Bemus Point—Dewittville	Ellery—Bemus Point	1.30	5.97	.....	5.97	.....
5262	Fredonia—Silver Creek, Part 1	Pomfret—Fredonia	0.74	1.64	2.15	.....	.....
		Sheridan	....	0.51			
5263	Dewittville—Mayville	Chautauqua—Mayville	0.85	5.51	.....	5.51	.....
5320	Westfield Village	Westfield	1.07	1.07	1.07	.....	.....
			6.50	32.94	13.50	19.44	

CHEMUNG COUNTY.

COUNTY HIGHWAYS.

13	Southport, Sec. 1	Southport	....	2.60	2.60	.....	.....
28	Southport, Sec. 2	Southport	....	3.41	3.41	.....	.....
29	Southport, Sec. 3	Southport	....	1.06	1.06	.....	.....
30	South Broadway	Southport	....	1.02	1.02	.....	.....
355	Wellsburg	Southport	....	1.47	4.51	.....	.....
		Ashlands	....	3.04			
356	Erin—Horseheads	Horseheads	....	6.10	9.22	.....	.....
		Erin	....	3.12			

357....	Grand Central Avenue, Sec. 1	Elmira	....	0.08	1.57	.....	.....
		Horseheads	....	1.49			
358....	Horseheads—Corning	Horseheads	....	1.15	7.14	.....	.....
		Big Flats	....	5.99			
725....	Grand Central Avenue, Sec. 2	Elmira	....	0.27	0.90	.....	.....
		Horseheads	....	0.63			
888....	Horseheads—Catlin	Big Flats	....	3.30	3.72	.....	.....
		Catlin	....	0.42			
946....	Fitch Bridge—Elmira	Big Flats	....	0.23	1.98	.....	.....
		Elmira	....	1.75			
1093....	Elmira City: West Church Street	Elmira City	0.36	0.36	.....	0.36	.....
1094....	Elmira City: Pennsylvania Avenue	Elmira City	1.10	1.10	.....	1.10	.....
1095....	Elmira City: South Broadway	Elmira City	1.12	1.12	.....	1.12	.....
1096....	Elmira City: Maple Avenue	Elmira City	0.51	0.51	.....	0.51	.....
			3.09	40.22	37.13	3.09	

STATE HIGHWAYS.

5048....	Lowman—Waverly, Part 1	Chemung	....	2.51	2.51	.....	.....
5162....	Horseheads Village	Horseheads	1.91	1.91	1.91	.....	.....
5207....	Elmira—Lowman	Elmira	....	3.92	.....	5.47	.....
		Ashland	....	1.55			
5208*...	Horseheads—Montour Falls	Horseheads.....Horseheads	0.67	2.42	.....	9.20	.....
		Catlin	....	0.87			
		Veteran	....	5.91			
5218....	Lowman—Waverly, Part 2	Chemung	....	4.27	4.27	.....	.....
5289†...	Lowman—Waverly, Part 3	Chemung	....	2.68	2.68	.....	.....
5392....	Elmira City: East Water Street	Elmira City	0.76	0.76	.....	0.76	.....
			3.34	26.80	11.37	15.43	

* Part in Schuyler county.
† Part in Tioga county.

CHENANGO COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
112	Norwich—Plymouth	Norwich	....	1.09	4.84	.....	.....
		Plymouth	....	3.75			
218	Greene—Smithville Flats	Greene	....	3.86	4.68	.....	.....
		Smithville	....	0.82			
224	Oxford—McDonough	Oxford	....	1.52	5.82	.....	.....
		Preston	....	2.68			
		McDonough	....	1.62			
225	Guilford	Guilford	....	5.75	5.75	.....	.....
505	Norwich—North Norwich	Norwich	....	0.99	4.60	.....	.....
		North Norwich	....	3.61			
596	Norwich—South New Berlin, Sec. 1	Norwich	....	3.42	3.42	.....	.....
596A	Norwich—South New Berlin	Norwich	....	0.34	0.34	.....	.....
597	Norwich—Kings Settlement	Norwich	....	1.01	3.55	.....	.....
		North Norwich	....	2.54			
598	Norwich—Preston	Norwich	....	1.89	5.09	.....	.....
		Preston	....	3.20			
598A	Norwich—Preston	Preston	....	0.22	0.22	.....	.....
599	Smyrna—Otselic	Smyrna	....	6.48	6.48	.....	.....
663	Otselic—South Otselic, Sec. 2	Pharsalia	....	0.48	4.42	.....	.....
		Otselic	....	3.94			
664	Otselic—South Otselic, Sec. 1	Otselic	....	4.33	4.33	.....	.....
665	Oxford—McDonough, Sec. 2	McDonough	....	5.13	5.13	.....	.....
666	Plymouth—Kirk	Plymouth	....	4.90	4.90	.....	.....
667	Rockdale—Mt. Upton	Guilford	....	2.33	2.33	.....	.....
668||	Bainbridge—East Guilford, Part 2	Bainbridge	....	0.65	1.11	.....	.....
		Guilford	....	0.46			

979....	Feura Bush—Indian Fields	New Scotland	....	4.84	8.27	.....	.....
		Coeymans	....	3.43			
1105....	Albany City: Central Avenue	Albany City	0.75	0.75	0.75	.....	.....
1146....	Watervliet City; Third Avenue	Watervliet City	0.18	0.18	.....	.....	0.18
			3.69	140.12	129.13	8.85	4.14

STATE HIGHWAYS.

5010....	Slingerlands—New Scotland	Bethlehem	....	0.98	1.98	.....	.....
		New Scotland	....	1.00			
5039††..	West Berne—Gallupville	Knox	....	0.64	0.64	.....	.....
5155....	Albany—Guilderland	Guilderland	....	5.37	.....	5.37	.....
5237....	Slingerlands—Albany	Bethlehem	....	4.23	4.23	.....	.....
				12.22	6.85	5.37	

ALLEGANY COUNTY.

COUNTY HIGHWAYS.

801....	East Rushford—Gordonville Bridge	Rushford	....	4.68	4.68	.....	.....
945....	Wellsville—Hallsport	Wellsville.....Wellsville	0.41	2.36	4.18	.....	.....
		Willing	....	1.82			
964....	Friendship—Bolivar, Part 1	Friendship.....Friendship	0.54	2.22	.....	6.10	.....
		Wirt	....	3.88			

‡ Designated by the Commission as State system.
* Original plans, 6.07 miles; 5.37 miles constructed as State Highway No. 5155.
† Not on map approved by Legislature.
†† Part in Schoharie county.

CLINTON COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
56	Plattsburg—Keeseville, Sec. 1	Plattsburg	....	2.82	2.82	.....	.....
57	Windsor, Sec. 1	Champlain	....	1.00	1.00	.....	.....
136	Windsor, Sec. 2	Champlain	....	1.75	1.75	.....	.....
137	Plattsburg—Keeseville, Sec. 2	Plattsburg	....	0.45	4.52	.....	.....
		Peru	....	4.07			
138	Plattsburg—Mooers, Sec. 1	Beekmantown	....	0.04	7.57	.....	.....
		Chazy	....	7.53			
258	Plattsburg—Keeseville, Sec. 3	Peru	....	2.71	5.44	.....	.....
		Ausable	....	2.73			
259	Plattsburg—Mooers, Sec. 2	Plattsburg	....	2.24	7.34	.....	.....
		Beekmantown	....	5.10			
260	Plattsburg—Mooers, Sec. 3	Chazy	....	0.86	4.31	.....	.....
		Altona	....	0.06			
		Mooers	....	3.39			
433	Chazy—Chazy Landing—Obers Corner	Chazy	....	4.60	4.60	.....	.....
476	Ausable Forks—Clintonville	Black Brook	....	2.78	5.38	.....	.....
		Ausable	....	2.60			
533	West Chazy—Chazy	Chazy	....	6.34	6.34	.....	.....
651	Clintonville—Keeseville	Ausable	....	5.58	5.58	.....	.....
652	Champlain—Perrys Mills	Champlain	....	3.25	3.25	.....	.....
776	West Plattsburg	Plattsburg	....	7.26	7.26	.....	.....
777	Plattsburg—Cadyville, Part 1	Plattsburg	....	3.94	4.33	.....	.....
		Schuyler Falls	....	0.39			

777*...	Plattsburg—Cadyville, Part 2	Plattsburg	....	1.28	.....	.....	3.83
		Schuyler Falls	....	2.55			
779‡...	Plattsburg—Ingraham	Plattsburg	....	1.57	.....	.....	6.09
		Beekmantown	....	4.52			
822....	Cadyville—Moffittsville	Plattsburg	....	0.46	.....	.....	6.74
		Saranac	....	6.28			
859†....	Keeseville Village	Ausable	0.67	0.67	0.67	.....	.....
930....	Mooers Village	Mooers	0.32	0.32	0.32	.....	.....
1008....	Battleman Road	Champlain	....	1.28	1.28	.....	.....
			0.99	90.42	73.76		16.66
		STATE HIGHWAYS.					
5056....	Keeseville—Ausable Chasm	Ausable.....Keeseville	1.58	2.26	2.26	.....	.....
5102....	Mooers Forks—Champlain, Part 1	Mooers.....Mooers	1.48	6.52	6.52	.....	.....
5191....	Plattsburg—Ausable Chasm, Part 1	Plattsburg	....	3.24	.....	6.89	.....
		Peru	....	3.65			
5197....	Plattsburg City	Plattsburg City	1.79	1.79	.....	1.79	.....
5199....	Chazy—Rouses Point	Chazy	....	1.18	8.25	.....	.....
		Champlain	....	7.07			
5228....	Rouses Point Village	Champlain	2.24	2.24	2.24	.....	.....
5311†...	Plattsburg—Ausable Chasm, Part 2	Peru	....	1.62	3.35	.....	.....
		Ausable	....	1.73			
5337....	Rouses Point—Canadian Line	Champlain ...Rouses Point	0.45	2.36	2.36	.....	.....
			7.54	33.66	24.98	8.68	

* Not included on map approved by Legislature.
‡ Designated by the Commission as State system.
† Part in Essex county.

COLUMBIA COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
4	Lebanon—Pittsfield	New Lebanon	....	1.25	1.25	.....	.....
341	Stockport—Hudson	Greenport	....	2.60	2.60	.....	.....
342	Chatham—Chatham Center	Chatham	....	1.12	1.12	.....	.....
540	Chatham—Spencertown	Chatham	....	0.10	4.32	.....	.....
		Ghent	....	1.76			
		Austerlitz	....	2.46			
589	Nevis—Blue Store	Clermont	....	3.81	3.81	.....	.....
615	New Lebanon—Brainard	New Lebanon	....	8.03	8.03	.....	.....
649	Stottville	Stockport	....	1.02	1.02	.....	.....
650	Hudson—Hollowville	Greenport	....	1.01	5.66	.....	.....
		Claverack	....	4.65			
762	Craryville—State Line	Copake	....	1.21	6.02	.....	.....
		Hillsdale	....	4.81			
763	Hollowville—Craryville	Claverack	....	5.20	.....	7.14	.....
		Hillsdale	....	0.48			
		Taghkanic	....	0.45			
		Copake	....	1.01			
827	Chatham Center—Rider's Mills	Chatham	....	6.71	6.71	.....	.....
1112	Stockport Station—Stockport	Stockport	....	1.85	.....	.....	1.85
1113	Germantown—Clermont	Germantown	....	3.02	.....	.....	5.81
		Clermont	....	2.79			
1152	Smith Corners—Stockport Dock	Stockport	....	1.18	.....	.....	1.18
				56.52	40.54	7.14	8.84

STATE HIGHWAYS.

5004....	Blue Stores—Livingston	Livingston	....	2.59	2.59	.....	.....
5072§	Livingston—Hudson, Part 1	Livingston	....	3.62	3.62	.....	.....
5073§	Livingston—Hudson, Part 2	Livingston	....	0.41	5.08	.....	.....
		Greenport	....	4.67			
5074....	Schodack Center—Valatie, Part 4	Kinderhook.....Valatie	0.15	4.33	4.33	.....	.....
5103§	Stottville—Stuyvesant Falls	Stockport	....	5.20	.....	5.20	.....
5104§	Stuyvesant Falls—Valatie	Stuyvesant	....	2.42	.....	5.65	.....
		Kinderhook..Kinderhook	1.95	3.23			
		Kinderhook.....Valatie	0.97				
5347.....	Hillsdale—Copake Iron Works	Hillsdale	....	0.27	4.85	.....	.....
		Copake	....	4.58			
			3.07	31.32	20.47	10.85	

CORTLAND COUNTY.

COUNTY HIGHWAYS.

40....	Cuyler	Truxton	....	0.47	0.47	.....	.....
111....	Blodgett's Mills	Cortlandville	....	0.75	0.75	.....	.....
123....	Preble—Homer	Preble	....	1.23	1.23	.....	.....
208....	Cortland—Homer	Cortlandville	....	0.54	0.54	.....	.....
215....	Dryden	Cortlandville	....	2.00	2.00	.....	.....
377....	Cincinnatus	Cincinnatus	....	0.42	0.42	.....	.....
378....	McGrawville	Cortlandville	....	2.92	2.92	.....	.....
379....	Harford	Harford	....	0.91	0.91	.....	.....
380....	State Road—Homer	Homer	....	4.39	4.39	.....	.....
381....	State Road—Scott	Scott	....	2.72	2.72	.....	.....
446....	Cortland—Groton, Sec. 1	Cortlandville	....	1.35	1.35	.....	.....
510....	Homer—Tully, Sec. 1	Homer	....	4.17	4.17	.....	.....
535....	Cortland—Dryden, Sec. 2	Cortlandville	....	1.42	2.70	.....	.....
		Virgil	....	1.28			

§ Combined as one contract.

CAYUGA COUNTY.
COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
383	Owasco	Owasco	....	2.19	2.19	.....	.....
384	Fleming	Fleming	....	3.17	3.17	.....	.....
590	Auburn—Seneca Falls, Sec. 1	Aurelius	....	7.96	7.96	.....	.....
591	Moravia—Niles	Niles	....	5.33	10.85	.....	.....
		Moravia	....	5.52			
592	Auburn—Elbridge	Sennett	....	4.95	5.61	.....	.....
		Brutus	....	0.66			
614	Auburn—Owasco	Owasco	....	6.08	6.08	.....	.....
684	Cato—Meridian—Baldwinsville	Ira	....	1.19	4.40	.....	.....
		Cato	....	3.21			
685	Sterling—Oswego	Sterling	....	4.88	4.88	.....	.....
686	Weedsport—Cato	Brutus	....	1.04	8.72	.....	.....
		Cato	....	7.08			
		Ira...Cato	1.10	0.60			
687	Fairhaven—Sterling—Martville	Sterling	....	5.30	5.30	.....	.....
687A	Fairhaven—Sterling—Martville	Sterling...Fairhaven	0.05	0.17	0.17	.....	.....
752	Auburn—Wyckoff	Owasco	....	0.11	2.89	.....	.....
		Fleming	....	2.78			
753	Fleming—Scipio	Fleming	....	1.40	1.40	.....	.....
852	Meridian Village	Cato	0.81	0.81	0.81	.....	.....
1016	Croton—Locke—Moravia	Locke	....	6.24	.....	7.96	.....
		Moravia...Moravia	1.22	1.72			
			3.18	72.39	64.43	7.96	

		STATE HIGHWAYS.					
5012....	Fleming—Auburn	Fleming	....	2.75	2.75	.....	.....
5042*...	Auburn—Seneca Falls, Part 2	Montezuma	....	0.33	.....	0.33	.....
5101....	Auburn City	Auburn City	2.03	2.03	2.03	.....	.....
5244....	Poplar Ridge—Fleming	Venice	....	1.74	.....	11.52	.....
		Scipio	....	6.08			
		Fleming	....	3.70			
			2.03	16.63	4.78	11.85	
		CHAUTAUQUA COUNTY.					
		COUNTY HIGHWAYS.					
698....	Falconer—Kennedy	Ellicott	....	1.04	1.04	.....	.....
857....	Roberts Road	Sheridan	....	0.57	1.62	.....	.....
		Dunkirk	....	1.05			
873....	Brocton—Stockton, Part 1	Portland	....	2.93	2.93	.....	.....
938....	Cassadaga—Fredonia	Pomfret	....	5.58	.....	5.58	.....
939....	Cutting—French Creek	French Creek	....	6.63	.....	6.63	.....
940....	Jamestown—Frewsburg	Kiantone	....	3.37	4.24	.....	.....
		Carroll	....	0.87			
1011....	Brocton—Stockton, Part 2	Stockton	....	4.70	.....	4.70	.....
1012....	Sinclairville—Cassadaga, Part 2	Charlotte	....	1.47	.....	3.30	.....
		Stockton	....	1.83			
1026....	Jamestown—Stockton, Part 1	Ellicott	....	3.99	.....	.....	3.99
1027....	French Creek—Findley Lake	French Creek	....	0.91	.....	.....	3.60
		Mina	....	2.69			
1061....	Dunkirk City	Dunkirk City	0.59	0.59	0.59	.....	.....
1062....	Fredonia Village	Pomfret	1.30	1.30	.....	.....	1.30
			1.89	39.52	10.42	20.21	8.89

* Part in Seneca county.

CHAUTAUQUA COUNTY — (*Concluded*).

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5053	Levant—Poland Center	Poland	....	2.54	2.54	.....	.....
5067	Falconer Village	Ellicott	1.06	1.06	1.06	.....	.....
5151	Poland Center—Waterboro	Poland	....	5.20	5.20	.....	.....
5201	Jamestown City	Jamestown	1.48	1.48	1.48	.....	.....
5217	Jamestown—Bemus Point	Ellicott	....	2.23	.....	7.96	.....
		Ellery	....	5.73			
5245	Bemus Point—Dewittville	Ellery.....Bemus Point	1.30	5.97	.....	5.97	.....
5262	Fredonia—Silver Creek, Part 1	Pomfret ..... Fredonia	0.74	1.64	2.15	.....	.....
		Sheridan	....	0.51			
5263	Dewittville—Mayville	Chautauqua .....Mayville	0.85	5.51	.....	5.51	.....
5320	Westfield Village	Westfield	1.07	1.07	1.07	.....	.....
			6.50	32.94	13.50	19.44	

CHEMUNG COUNTY.

COUNTY HIGHWAYS.

13	Southport, Sec. 1	Southport	....	2.60	2.60	.....	.....
28	Southport, Sec. 2	Southport	....	3.41	3.41	.....	.....
29	Southport, Sec. 3	Southport	....	1.06	1.06	.....	.....
30	South Broadway	Southport	....	1.02	1.02	.....	.....
355	Wellsburg	Southport	....	1.47	4.51	.....	.....
		Ashlands	....	3.04			
356	Erin—Horseheads	Horseheads	....	6.10	9.22	.....	.....
		Erin	....	3.12			

357....	Grand Central Avenue, Sec. 1	Elmira	....	0.08	1.57	.....	.....
		Horseheads	....	1.49			
358....	Horseheads—Corning	Horseheads	....	1.15	7.14	.....	.....
		Big Flats	....	5.99			
725....	Grand Central Avenue, Sec. 2	Elmira	....	0.27	0.90	.....	.....
		Horseheads	....	0.63			
888....	Horseheads—Catlin	Big Flats	....	3.30	3.72	.....	.....
		Catlin	....	0.42			
946....	Fitch Bridge—Elmira	Big Flats	....	0.23	1.98	.....	.....
		Elmira	....	1.75			
1093....	Elmira City: West Church Street	Elmira City	0.36	0.36	.....	0.36	.....
1094....	Elmira City: Pennsylvania Avenue	Elmira City	1.10	1.10	.....	1.10	.....
1095....	Elmira City: South Broadway	Elmira City	1.12	1.12	.....	1.12	.....
1096....	Elmira City: Maple Avenue	Elmira City	0.51	0.51	.....	0.51	.....
			3.09	40.22	37.13	3.09	

STATE HIGHWAYS.

5048....	Lowman—Waverly, Part 1	Chemung	....	2.51	2.51	.....	.....
5162....	Horseheads Village	Horseheads	1.91	1.91	1.91	.....	.....
5207....	Elmira—Lowman	Elmira	....	3.92	.....	5.47	.....
		Ashland	....	1.55			
5208*...	Horseheads—Montour Falls	Horseheads.....Horseheads	0.67	2.42	.....	9.20	.....
		Catlin	....	0.87			
		Veteran	....	5.91			
5218....	Lowman—Waverly, Part 2	Chemung	....	4.27	4.27	.....	.....
5289†...	Lowman—Waverly, Part 3	Chemung	....	2.68	2.68	.....	.....
5392....	Elmira City: East Water Street	Elmira City	0.76	0.76	.....	0.76	.....
			3.34	26.80	11.37	15.43	

* Part in Schuyler county.
† Part in Tioga county.

CHENANGO COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
112	Norwich—Plymouth	Norwich	....	1.09	4.84	.....	.....
		Plymouth	....	3.75			
218	Greene—Smithville Flats	Greene	....	3.86	4.68	.....	.....
		Smithville	....	0.82			
224	Oxford—McDonough	Oxford	....	1.52	5.82	.....	.....
		Preston	....	2.68			
		McDonough	....	1.62			
225	Guilford	Guilford	....	5.75	5.75	.....	.....
505	Norwich—North Norwich	Norwich	....	0.99	4.60	.....	.....
		North Norwich	....	3.61			
596	Norwich—South New Berlin, Sec. 1	Norwich	....	3.42	3.42	.....	.....
596A	Norwich—South New Berlin	Norwich	....	0.34	0.34	.....	.....
597	Norwich—Kings Settlement	Norwich	....	1.01	3.55	.....	.....
		North Norwich	....	2.54			
598	Norwich—Preston	Norwich	....	1.89	5.09	.....	.....
		Preston	....	3.20			
598A	Norwich—Preston	Preston	....	0.22	0.22	.....	.....
599	Smyrna—Otselic	Smyrna	....	6.48	6.48	.....	.....
663	Otselic—South Otselic, Sec. 2	Pharsalia	....	0.48	4.42	.....	.....
		Otselic	....	3.94			
664	Otselic—South Otselic, Sec. 1	Otselic	....	4.33	4.33	.....	.....
665	Oxford—McDonough, Sec. 2	McDonough	....	5.13	5.13	.....	.....
666	Plymouth—Kirk	Plymouth	....	4.90	4.90	.....	.....
667	Rockdale—Mt. Upton	Guilford	....	2.33	2.33	.....	.....
668||	Bainbridge—East Guilford, Part 2	Bainbridge	....	0.65	1.11	.....	.....
		Guilford	....	0.46			

704....	New Berlin—Columbus	New Berlin	....	0.99	.....	4.71	.....
		Columbus	....	3.72			
705....	Sherburne—Furman Mill	Sherburne	....	3.81	.....	3.81	.....
707‡*..	Smithville Flats—Long Pond	Smithville	....	1.83	.....	.....	1.83
806....	South New Berlin—New Berlin	New Berlin	....	6.96	.....	.....	6.96
807....	Kirk—North Pharsalia	Plymouth	....	1.94	.....	.....	5.72
		Pharsalia	....	3.78			
808....	Norwich Village	Norwich	1.00	1.00	1.00	.....	.....
809....	Smyrna Village	Smyrna	0.70	0.70	0.70	.....	.....
1013....	Plymouth Hamlet	Plymouth	....	0.19	0.19	.....	.....
1014....	McDonough Hamlet	McDonough	....	0.08	0.08	.....	.....
1156....	Oxford Village	Oxford	0.82	0.82	.....	.....	0.82
			2.52	92.83	68.98	8.52	15.33
		STATE HIGHWAYS.					
5013....	Bainbridge—Unadilla, Part 1	Bainbridge.....Bainbridge	1.13	3.62	3.62	.....	.....
5057....	Norwich Village	Norwich	0.51	0.51	0.51	.....	.....
5121....	North Norwich—Sherburne	Sherburne.....Sherburne	0.54	2.45	6.88	.....	.....
		North Norwich	....	4.43			
5200§...	Nineveh—Afton	Afton.....Afton	0.89	5.18	5.18	.....	.....
5216....	Bainbridge—Unadilla, Part 2	Bainbridge	....	1.07	1.07	.....	.....
5260....	Long Pond—Smithville Flats	Smithville	....	3.01	3.01	.....	.....
5261....	Afton—Bainbridge	Afton	....	2.31	4.44	.....	.....
		Bainbridge	....	2.13			
5391....	Sherburne Village	Sherburne	0.40	0.40	.....	0.40	.....
5414....	Norwich—Oxford	Norwich.....Norwich	0.72	5.05	.....	.....	9.64
		Preston	....	0.19			
		Oxford.....Oxford	1.56	4.40			
			5.75	34.75	24.71	0.40	9.64

|| Original plans, 5.05 miles; 2.87 miles constructed as State highway No. 5013.
‡ Designated by the Commission as State system.
* Original plans, 4.84 miles; 3.01 miles constructed as State Highway No. 5260.
§ Part in Broome county.

CLINTON COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
56	Plattsburg—Keeseville, Sec. 1	Plattsburg	....	2.82	2.82	.....	.....
57	Windsor, Sec. 1	Champlain	....	1.00	1.00	.....	.....
136	Windsor, Sec. 2	Champlain	....	1.75	1.75	.....	.....
137	Plattsburg—Keeseville, Sec. 2	Plattsburg	....	0.45	4.52	.....	.....
		Peru	....	4.07			
138	Plattsburg—Mooers, Sec. 1	Beekmantown	....	0.04	7.57	.....	.....
		Chazy	....	7.53			
258	Plattsburg—Keeseville, Sec. 3	Peru	....	2.71	5.44	.....	.....
		Ausable	....	2.73			
259	Plattsburg—Mooers, Sec. 2	Plattsburg	....	2.24	7.34	.....	.....
		Beekmantown	....	5.10			
260	Plattsburg—Mooers, Sec. 3	Chazy	....	0.86	4.31	.....	.....
		Altona	....	0.06			
		Mooers	....	3.39			
433	Chazy—Chazy Landing—Obers Corner	Chazy	....	4.60	4.60	.....	.....
476	Ausable Forks—Clintonville	Black Brook	....	2.78	5.38	.....	.....
		Ausable	....	2.60			
533	West Chazy—Chazy	Chazy	....	6.34	6.34	.....	.....
651	Clintonville—Keeseville	Ausable	....	5.58	5.58	.....	.....
652	Champlain—Perrys Mills	Champlain	....	3.25	3.25	.....	.....
776	West Plattsburg	Plattsburg	....	7.26	7.26	.....	.....
777	Plattsburg—Cadyville, Part 1	Plattsburg	....	3.94	4.33	.....	.....
		Schuyler Falls	....	0.39			

777*...	Plattsburg—Cadyville, Part 2	Plattsburg	....	1.28	.....	.....	3.83
		Schuyler Falls	....	2.55			
779‡...	Plattsburg—Ingraham	Plattsburg	....	1.57	.....	.....	6.09
		Beekmantown	....	4.52			
822....	Cadyville—Moffittsville	Plattsburg	....	0.46	.....	.....	6.74
		Saranac	....	6.28			
859†....	Keeseville Village	Ausable	0.67	0.67	0.67	.....	.....
930....	Mooers Village	Mooers	0.32	0.32	0.32	.....	.....
1008....	Battleman Road	Champlain	....	1.28	1.28	.....	.....
			0.99	90.42	73.76		16.66

STATE HIGHWAYS.

5056....	Keeseville—Ausable Chasm	Ausable.....Keeseville	1.58	2.26	2.26	.....	.....
5102....	Mooers Forks—Champlain, Part 1	Mooers.....Mooers	1.48	6.52	6.52	.....	.....
5191....	Plattsburg—Ausable Chasm, Part 1	Plattsburg	....	3.24	.....	6.89	.....
		Peru	....	3.65			
5197....	Plattsburg City	Plattsburg City	1.79	1.79	.....	1.79	.....
5199....	Chazy—Rouses Point	Chazy	....	1.18	8.25	.....	.....
		Champlain	....	7.07			
5228....	Rouses Point Village	Champlain	2.24	2.24	2.24	.....	.....
5311†...	Plattsburg—Ausable Chasm, Part 2	Peru	....	1.62	3.35	.....	.....
		Ausable	....	1.73			
5337....	Rouses Point—Canadian Line	Champlain ...Rouses Point	0.45	2.36	2.36	.....	.....
			7.54	33.66	24.98	8.68	

* Not included on map approved by Legislature.
‡ Designated by the Commission as State system.
† Part in Essex county.

COLUMBIA COUNTY.
COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
4	Lebanon—Pittsfield	New Lebanon	....	1.25	1.25	.....	.....
341	Stockport—Hudson	Greenport	....	2.60	2.60	.....	.....
342	Chatham—Chatham Center	Chatham	....	1.12	1.12	.....	.....
540	Chatham—Spencertown	Chatham	....	0.10	4.32	.....	.....
		Ghent	....	1.76			
		Austerlitz	....	2.46			
589	Nevis—Blue Store	Clermont	....	3.81	3.81	.....	.....
615	New Lebanon—Brainard	New Lebanon	....	8.03	8.03	.....	.....
649	Stottville	Stockport	....	1.02	1.02	.....	.....
650	Hudson—Hollowville	Greenport	....	1.01	5.66	.....	.....
		Claverack	....	4.65			
762	Craryville—State Line	Copake	....	1.21	6.02	.....	.....
		Hillsdale	....	4.81			
763	Hollowville—Craryville	Claverack	....	5.20	.....	7.14	.....
		Hillsdale	....	0.48			
		Taghkanic	....	0.45			
		Copake	....	1.01			
827	Chatham Center—Rider's Mills	Chatham	....	6.71	6.71	.....	.....
1112	Stockport Station—Stockport	Stockport	....	1.85	.....	.....	1.85
1113	Germantown—Clermont	Germantown	....	3.02	.....	.....	5.81
		Clermont	....	2.79			
1152	Smith Corners—Stockport Dock	Stockport	....	1.18	.....	.....	1.18
				56.52	40.54	7.14	8.84

		STATE HIGHWAYS.					
5004....	Blue Stores—Livingston	Livingston	....	2.59	2.59	.....	.....
5072§	Livingston—Hudson, Part 1	Livingston	....	3.62	3.62	.....	.....
5073§	Livingston—Hudson, Part 2	Livingston	....	0.41	5.08	.....	.....
		Greenport	....	4.67			
5074....	Schodack Center—Valatie, Part 4	Kinderhook.....Valatie	0.15	4.33	4.33	.....	.....
5103§	Stottville—Stuyvesant Falls	Stockport	....	5.20	.....	5.20	.....
5104§	Stuyvesant Falls—Valatie	Stuyvesant	....	2.42	.....	5.65	.....
		Kinderhook..Kinderhook	1.95	3.23			
		Kinderhook.....Valatie	0.97				
5347.....	Hillsdale—Copake Iron Works	Hillsdale	....	0.27	4.85	.....	.....
		Copake	....	4.58			
			3.07	31.32	20.47	10.85	
		CORTLAND COUNTY.					
		COUNTY HIGHWAYS.					
40....	Cuyler	Truxton	....	0.47	0.47	.....	.....
111....	Blodgett's Mills	Cortlandville	....	0.75	0.75	.....	.....
123....	Preble—Homer	Preble	....	1.23	1.23	.....	.....
208....	Cortland—Homer	Cortlandville	....	0.54	0.54	.....	.....
215....	Dryden	Cortlandville	....	2.00	2.00	.....	.....
377....	Cincinnatus	Cincinnatus	....	0.42	0.42	.....	.....
378....	McGrawville	Cortlandville	....	2.92	2.92	.....	.....
379....	Harford	Harford	....	0.91	0.91	.....	.....
380....	State Road—Homer	Homer	....	4.39	4.39	.....	.....
381....	State Road—Scott	Scott	....	2.72	2.72	.....	.....
446....	Cortland—Groton, Sec. 1	Cortlandville	....	1.35	1.35	.....	.....
510....	Homer—Tully, Sec. 1	Homer	....	4.17	4.17	.....	.....
535....	Cortland—Dryden, Sec. 2	Cortlandville	....	1.42	2.70	.....	.....
		Virgil	....	1.28			

§ Combined as one contract.

CORTLAND COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
595....	Homer—Tully, Sec. 2	Preble	....	5.43	5.43	.....	.....
737....	Cortland—Truxton—Cuyler	Truxton	....	5.79	5.79	.....	.....
738||...	Cortland—Truxton	Cortlandville	....	1.30	6.51	.....	.....
		Homer	....	5.21			
881....	Blodgett Mills—Cortland	Cortlandville	....	1.79	1.79	.....	.....
882....	Scott—Spafford	Scott	....	2.55	2.55	.....	.....
995....	Truxton—Chenango	Truxton	....	4.86	4.86	.....	.....
996....	Cortland—Croton, Part 2	Cortlandville	....	2.25	2.25	.....	.....
1075....	Harford Mills—Dryden, Part 1	Harford	....	5.25	.....	.....	5.25
				59.00	53.75		5.25
		STATE HIGHWAYS.					
5058....	Homer Village	Cortlandville	0.59	0.59	2.01	.....	.....
		Homer	1.42	1.42			
5075....	Cortland City: Clinton Ave	Cortland City	0.53	0.53	0.53	.....	.....
5141....	Truxton—DeRuyter, Part 1	Cuyler	....	2.15	2.15	.....	.....
5292....	Truxton—DeRuyter, Part 2	Cuyler	....	0.87	0.87	.....	.....
5424....	Virgil—Cortland	Virgil	....	3.18	.....	.....	5.96
		Cortlandville	....	2.78			
			2.54	11.52	5.56		5.96
		DELAWARE COUNTY.					
		COUNTY HIGHWAYS.					
36....	Griffins Corners	Middletown	....	1.57	1.57	.....	.....
145....	Delaware River	Delhi	....	1.00	1.00	.....	.....
164*§..	Downesville	Walton	....	4.20	.....	.....	4.20
216....	Roxbury	Roxbury	....	0.95	0.95	.....	.....

217....	Grand Gorge	Roxbury		....	1.00	1.00	.....	.....
239....	Delhi—Middletown	Middletown		....	4.96	4.96	.....	.....
747....	Delhi—Bloomville	Delhi		....	3.76	5.91	.....	.....
		Kortright		....	2.15			
951....	Bovina Center—South	Bovina		....	2.34	2.34	.....	.....
952....	Hobart—Stamford	Stamford	Hobart	1.09	1.89	4.66	.....	.....
		Harpersfield	Stamford	0.23	2.77			
982....	Delhi—Andes	Delhi	Delhi	0.81	6.33	13.37	.....	.....
		Bovina		....	3.40			
		Andes	Andes	1.53	3.64			
983....	Franklin—Treadwell, Part 1	Franklin		....	2.56	2.56	.....	.....
				3.66	42.52	38.32		4.20
		STATE HIGHWAYS.						
5045....	Deposit—Hales Eddy	Deposit	Deposit	0.36	3.04	3.04	.....	.....
5167....	Hales Eddy—Hancock	Deposit		....	4.35	8.64	.....	.....
		Hancock		....	4.29			
5177¶...	Pine Hill—Griffin Corners	Middletown		....	1.34	.....	1.34	.....
5246a...	Hancock—East Branch	Hancock	Hancock	2.13	13.42	.....	.....	13.42
5338†...	Windsor—Deposit	Deposit	Deposit	0.38	0.38	.....	0.38	....
5340b...	Colchester—Sullivan County Line	Hancock		....	0.21	.....	.....	7.99
		Colchester		....	7.78			
5343**..	Grand Gorge—Stamford—Harpersfield	Roxbury		....	3.42	9.08	.....	.....
		Stamford, Harpersfield	Stamford	1.34	1.69			
					3.97			
5383††..	East Branch—Trout Brook	Hancock		....	2.12	.....	.....	2.12
5384....	Margaretville—Halcottsville	Middletown	Margaretville	1.08	6.13	6.13	.....	.....
				5.29	52.14	26.89	1.72	23.52

|| Contracted as county highway on State Route No. 9.
* Not indicated on map approved by Legislature.
¶ Part in Ulster county.
§ Advertised several times but no proposals could be obtained within appropriation.
† Part in Broome county. ** Part in Schoharie county. a Contract cancelled. No work done. b All bids rejected. †† Contract cancelled. Appropriation, $25,500; $8,734.82 paid out.

DUTCHESS COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway.	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
135....	Violet Avenue	Poughkeepsie	....	1.51	3.29	.....	.....
		Hyde Park	....	1.78			
222....	Hughsonville	Wappinger	....	3.47	3.47	.....	.....
223....	South	Poughkeepsie	....	3.90	3.90	.....	.....
343....	Pawling—Patterson	Pawling	....	2.23	2.23	.....	.....
344....	Millerton—Northeast Center	North East	....	1.78	1.78	.....	.....
432....	Rhinebeck—Hyde Park	Rhinebeck	....	3.26	3.26	.....	.....
453....	Poughkeepsie—Hyde Park	Hyde Park	....	4.00	4.00	.....	.....
534....	Northeast Center—Sharon Station	North East	....	3.65	3.65	.....	.....
537....	Amenia—Wassaic	Amenia	....	4.83	4.83	.....	.....
549....	Poughkeepsie—Pleasant Valley	Poughkeepsie	....	5.98	6.93	.....	.....
		Pleasant Valley	....	0.95			
550....	Violet Avenue—East Park	Hyde Park	....	1.99	1.99	.....	.....
551....	Fishkill—Hughsonville	Fishkill	....	2.91	2.91	.....	.....
552....	Rhinebeck—Elizaville	Red Hook	....	5.54	5.54	.....	.....
567....	Matteawan—Wicopee	Fishkill	....	4.71	4.71	.....	.....
568....	Millbrook—Lithgow	Washington	....	4.40	4.40	.....	.....
609....	Washington Hollow—Millbrook	Washington	....	1.63	1.63	.....	.....
612....	Pawling—Dover Town Line	Pawling	....	2.92	2.92	.....	.....
627....	Wicopee—Beekman	East Fishkill	....	8.10	8.10	.....	.....
628....	Rock City—Lafayetteville	Milan	....	4.66	4.66	.....	.....
709....	Millerton—County Line	North East.....Millerton	0.91	4.70	4.70	.....	.....
711‡...	Wassaic—Dover	Amenia	....	3.55	.....	.....	3.55
712....	Amenia—Sharon Station	Amenia	....	2.29	2.29	.....	.....

748....	Pleasant Valley—Washington Hollow.....	Pleasant Val..Pleasant Val.	1.49	5.46	5.46	.....	.....
895....	Fishkill Village.....	Fishkill.....	0.89	0.89	0.89	.....	.....
1006....	Lithgow—Amenia.....	Washington.....	....	1.55	2.97	.....	.....
		Amenia.....	....	1.42			
1007....	Millerton—Indian Pond.....	Northeast.....Millerton	0.66	2.72	2.72	.....	.....
1051†...	Matteawan Village.....	Fishkill.....	1.28	1.28	.....	.....	1.28
1114....	Millbrook Village.....	Washington.....	3.01	3.01	.....	3.01	.....
			8.24	101.07	93.23	3.01	4.83
		STATE HIGHWAYS.					
5009....	Pawling Village.....	Pawling.....	1.67	1.67	1.67	.....	.....
5050....	Casper Creek—Wappinger Falls.....	Poughkeepsie.....	....	2.14	2.14	.....	.....
5092....	Red Hook—Rhinebeck	Rhinebeck.....Rhinebeck	1.65	4.15	4.15	.....	.....
5095....	Red Hook Village.....	Red Hook.....	1.33	1.33	1.33	.....	.....
5135....	Hyde Park—Staatsburg.....	Hyde Park.....	....	5.22	5.22	.....	.....
5150....	Peekskill—Fishkill, Part 5.....	Fishkill.....Fishkill	0.34	3.66	3.66	.....	.....
5154....	Fishkill Village—Wappinger Falls.....	Fishkill .....Fishkill	0.20	1.00	4.81	.....	.....
		Wappinger..Wapp'ger Falls	0.61	3.81			
5326....	Dover Plains—Pawling Town Line, Part 2.....	Dover.....	....	3.93	3.93	.....	.....
			5.80	26.91	26.91		
		ERIE COUNTY.					
		COUNTY HIGHWAYS.					
2....	Buffalo—Hamburg.....	West Seneca...Lackawanna	1.87	1.87	6.48	.....	.....
		Hamburg.....	....	4.61			
23....	River.....	Tonawanda.....	....	1.45	1.45.	.....	.....

† All bids rejected.
‡ Contract cancelled.

ERIE COUNTY — (*Continued*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
27	Orchard Park, Sec. 1	East Hamburg	....	1.16	1.16	.....	.....
66	Orchard Park, Sec. 2	East Hamburg	....	0.95	0.95	.....	.....
67	Orchard Park, Sec. 3	East Hamburg	....	0.59	3.41	.....	.....
		West Seneca	....	2.82			
68	Orchard Park, Sec. 4	West Seneca	....	1.17	1.17	.....	.....
69	Main Street, Sec. 1	Amherst	....	3.42	3.42	.....	.....
86	Big Tree	Aurora	....	1.19	4.00	.....	.....
		Wales	....	2.81			
87	Main Street, Sec. 2	Amherst	....	1.93	1.93	.....	.....
88	Transit, Sec. 1	Amherst	....	2.14	4.28	.....	.....
		Clarence	....	2.14			
89	Transit, Sec. 2	Amherst	....	2.03	4.06	.....	.....
		Clarence	....	2.03			
128	Aurora—Buffalo	West Seneca	....	5.57	5.57	.....	.....
129	River, Secs. 2 and 3	Tonawanda	....	3.02	3.02	.....	.....
130	Main Street, Sec. 3	Clarence	....	5.63	5.63	.....	.....
131	Main Street, Sec. 4	Clarence	....	0.60	6.58	.....	.....
		Newstead	....	5.98			
263	Aurora—Buffalo, Sec. 2	Elma	....	4.23	4.23	.....	.....
264	Aurora—Buffalo, Sec. 3	Aurora	....	0.74	0.74	.....	.....
272	Orchard Park, Sec. 5	East Hamburg	....	1.21	1.21	.....	.....
371	Clinton Street, Sec. 1	Cheektowaga	....	0.42	5.65	.....	.....
		West Seneca	....	5.23			
372	Clinton Street, Sec. 2	Elma	....	6.14	6.14	.....	.....
373	Goodrich	Clarence	....	8.77	8.77	.....	.....

522....	Clarence—Hunts Corners	Clarence	....	4.75	4.75	.....	.....
523....	Hamburg—North Collins	Hamburg	....	1.24	8.86	.....	.....
		Eden	....	7.62			
524....	North Collins—Lawton	North Collins	....	5.43	5.43	.....	.....
525....	Lawton—Gowanda	Collins	....	3.41	3.41	.....	.....
525A...	Lawton—Gowanda State Farm	Collins	....	0.59	0.59	.....	.....
526....	Collins—Mortons Corners, Sec. 1	Collins	....	4.01	4.01	.....	.....
527....	Hamburg—Springville, Sec. 1	Hamburg	....	2.06	9.47	.....	.....
		Boston	....	7.41			
528....	Hamburg—Springville, Sec. 2	Concord	....	7.34	7.34	.....	.....
529....	Alden—Town Line—Marilla	Alden	....	3.55	6.02	.....	.....
		Marilla	....	2.47			
530....	Base Line—Grand Island, Sec. 1	Grand Island	....	1.81	1.81	.....	.....
531....	Base Line—Grand Island, Sec. 2	Grand Island	....	2.59	2.59	.....	.....
532....	Base Line—Grand Island, Sec. 3	Grand Island	....	1.87	1.87	.....	.....
584....	Skinnersville—New Home Bridge	Amherst	....	7.96	7.96	.....	.....
642....	Angola—Evans Center, Angola—Brant	Brant	....	4.20	6.90	.....	.....
		Evans	....	2.70			
644....	Alden—Town Line, Sec. 2	Alden	....	0.73	0.73	.....	.....
645....	Orchard Park—Griffin Mills, Secs. 1 and 2	East Hamburg	....	3.19	4.64	.....	.....
		Aurora	....	1.45			
750....	Clarence Center	Clarence	....	5.95	5.95	.....	.....
751....	Aurora—Glenwood, Part 2	Colden	....	7.07	7.07	.....	.....
862....	Hamburg Village	Hamburg	0.97	0.97	0.97	.....	.....
863....	Blasdell Village	Hamburg	1.06	1.06	1.06	.....	.....
866....	Aurora—Glenwood, Part 1	Aurora	....	2.01	2.01	.....	.....
913....	Ellicott Creek	Tonawanda	....	1.82	1.82	.....	.....
914....	Broadway—Depew	Cheektowaga	....	3.63	3.63	.....	.....

ERIE COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
915....	Lancaster Village	Lancaster	1.46	1.46	1.46	.....	.....
916....	Depew Village	Cheektowaga	....	1.59	2.30	.....	.....
		Lancaster	2.30	0.71			
917....	Lancaster—Alden	Lancaster	....	4.11	4.11	.....	.....
924....	Wales Center—Wales	Wales	....	6.03	.....	6.03	.....
925....	Jamison—East Elma	Elma	....	4.22	.....	5.40	.....
		Marilla	....	1.18			
947....	Akron—Tonawanda Creek	Newstead.....Akron	1.11	10.16	10.16	.....	.....
989....	Springville Village	Concord	2.25	2.25	2.25	.....	.....
990....	Angola Village	Evans	1.03	1.03	1.03	.....	.....
991....	East River	Grand Island	....	4.64	4.64	.....	.....
1034....	Chaffee—Sardinia	Sardinia	....	4.20	4.20	.....	.....
1035*...	Holland—Glenwood, Part 1	Holland	....	3.14	.....	.....	3.14
1036....	Tonawanda Creek, Part 4	Clarence	....	3.77	.....	3.77	.....
1037....	Gowanda Village	Collins	1.11	1.11	.....	1.11	.....
1038....	Water Valley—Clarksburg, Part 1	Eden	....	2.89	.....	2.89	.....
1063....	Tonawanda City: Niagara and Ellicott Streets	Tonawanda City	2.55	2.55	.....	2.55	.....
1064....	Tonawanda Creek—Hunts Corners	Clarence	....	4.03	.....	.....	4.03
1065....	Alden Village	Alden	1.66	1.66	.....	1.66	.....
1066....	Orchard Park—East Aurora	East Hamburg	....	2.91	.....	.....	6.64
		Aurora.....E. Aurora	0.57	3.73			
1067....	Athol Springs—Hamburg	Hamburg.....Hamburg	0.32	4.10	.....	.....	4.10
1124....	Cattaraugus Creek, Part 1	Concord	....	0.76	.....	0.76	.....
			18.26	250.97	208.89	24.17	17.91

		STATE HIGHWAYS.					
5019....	Lake Shore—Lackawanna City	Hamburg	....	1.89	1.89	.....	.....
5054....	Eighteen Mile Creek	Evans	....	0.96	2.00	.....	.....
		Hamburg	....	1.04			
5061....	Williamsville Village	Amherst	1.08	1.08	1.08	.....	.....
5071....	Lackawanna City—South	Hamburg	1.94	2.61	.....	2.61	.....
5172....	Niagara Falls—Buffalo, Part 4	Tonawanda	....	1.09	2.92	.....	.....
		Amherst	....	1.83			
5193....	Niagara Falls—Buffalo, Part 5	Amherst	....	1.42	2.84	.....	.....
		Tonawanda	....	1.42			
5317†...	East Aurora—Holland	Aurora.....E. Aurora	0.72	4.25	.....	.....	9.50
		Wales	....	1.34			
		Holland	....	3.91			
5407†...	Athol Springs—Walden Cliffs	Hamburg	....	5.87	.....	.....	5.87
			3.74	28.71	10.73	2.61	15.37
		ESSEX COUNTY.					
		COUNTY HIGHWAYS.					
232....	Old State	Chesterfield	....	2.64	2.64	.....	.....
658....	County Line—Aiden Lair, Sec. 1	Minerva	....	3.64	3.64	.....	.....
744....	Port Henry—Westport, Sec. 2	Westport	....	3.75	3.75	.....	.....
745....	Taylor—Schroon Lake Village	Schroon	....	5.46	5.46	.....	.....
756....	Aiden Lair—Newcomb, Sec. 2	Newcomb	....	7.03	7.03	.....	.....
821....	Saranac Lake—Bloomingdale	St. Armand	....	5.50	5.50	.....	.....
841....	Crown Point—Port Henry	Crown Point	....	2.23	4.45	.....	.....
		Moriah	....	2.22			

† All bids rejected.
* Contract cancelled. Appropriation, $67,500; $1,499.07 used.

ESSEX COUNTY—(*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
859*	Keeseville Village	Chesterfield	0.57	0.57	0.57	.....	.....
891	Ticonderoga—Crown Point	Ticonderoga	....	5.99	5.99	.....	.....
929	Saranac Lake Village—Bloomingdale Village	St. Armand (Saranac Lake. 0.47; Bloomingdale. 0.97)		1.44	1.44	.....	.....
1017	Port Henry—Westport	Moriah.....Port Henry 1.74; Westport.....		5.81; 0.31	.....	.....	6.12
			3.75	46.59	40.47		6.12
		STATE HIGHWAYS.					
5011	Ausable Forks—Jay	Jay	....	3.45	3.45	.....	.....
5117	Euba Mills—New Russia	Elizabethtown	....	6.00	6.00	.....	.....
5179	Schroon Lake—North Hudson, Part 1	Schroon	....	6.77	.....	6.77	.....
5180	Schroon Lake—North Hudson, Part 2	North Hudson	....	5.39	.....	5.39	.....
5181	North Hudson—Euba Mills, Part 1	North Hudson	....	3.95	3.95	.....	.....
5182	North Hudson—Euba Mills, Part 2	North Hudson .... 4.61; Elizabethtown 0.72			5.33	.....	.....
5183	New Russia—Elizabethtown	Elizabethtown.Elizabetht'n.	0.15	3.70	3.70	.....	.....
5184	Ausable Forks—Jay, Part 2	Jay	....	2.54	2.54	.....	.....
5186	Minerva—Aiden Lair	Minerva	....	6.33	6.33	.....	.....
5187	Aiden Lair—Newcomb, Part 1	Minerva	....	5.69	5.69	.....	.....
5188	Newcomb—Long Lake, Part 1	Newcomb	....	4.63	4.63	.....	.....
5235	Jay—Upper Jay	Jay	....	3.69	3.69	.....	.....
5236	Upper Jay—Keene	Jay .... 2.25; Keene 3.81			.....	6.06	.....

5238....	Elizabethtown—Keene, Part 2.....	Keene.....	....	6.21	6.21	.....	.....
5239....	Elizabethtown—Keene, Part 1.....	Elizabethtown. Elizabeth'tn.	1.36	6.18	.....	6.18	.....
5311*...	Plattsburg—Ausable Chasm, Part 2.....	Chesterfield.....	....	1.57	1.57	.....	.....
			1.51	77.49	53.09	24.40	

FRANKLIN COUNTY.

COUNTY HIGHWAYS.

701....	Malone—North Bangor.....	Malone.....	....	2.85	4.51	.....	.....
		Bangor.....	....	1.66			
702....	Malone—Fort Covington, Sec. 2.....	Westville.....	....	6.22	6.22	.....	.....
703....	Malone—Fort Covington, Sec. 3.....	Westville.....	....	1.77	4.19	.....	.....
		Fort Covington.....	....	2.42			
820....	Hogansburg—Bombay.....	Bombay.....	....	6.52	6.52	.....	.....
884....	Malone—Fort Covington, Part 1.....	Malone.....	....	3.58	3.58	.....	.....
885....	Moira—Bombay.....	Moira.....	....	4.34	8.58	.....	.....
		Bombay.....	....	4.24			
950....	Malone: Fort Covington Street.....	Malone.....Malone	0.80	0.80	0.80	.....	.....
984....	North Bangor—South Bangor.....	Bangor.....	....	2.07	2.07	.....	.....
985....	Tupper Lake—Moody.....	Altamont.....	....	5.49	.....	5.49	.....
1089....	Malone—Trout River.....	Malone.....Malone	0.37	3.03	.....	.....	10.76
		Constable.....	....	7.73			
1090....	Saranac Lake—Lake Clear Junction, Part 1....	Harrietstown.....	....	4.35	.....	.....	4.35
			1.17	57.07	36.47	5.49	15.11

y Part in Clinton county.
* Part in Clinton county.

FRANKLIN COUNTY — (*Concluded*).

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5031	Malone—Moira, Part 2	Bangor	....	3.00	3.00	.....	.....
5076	Malone—Moira, Part 3	Bangor	....	1.61	5.22	.....	.....
		Moira	....	3.61			
5284*	Nicholville—Moira	Moira	....	3.38	3.38	.....	.....
				11.60	11.60		

FULTON COUNTY.

COUNTY HIGHWAYS.

33	Gloversville—Mayfield	Johnstown	....	1.35	4.04	.....	.....
		Mayfield	....	2.69			
109	Argersinger	Johnstown	....	2.30	2.30	.....	.....
110	Briggs	Johnstown	....	2.25	2.25	.....	.....
246	Gloversville—Meco—Phelps	Johnstown	....	2.03	2.03	.....	.....
247	Johnstown—Kecks Center	Johnstown	....	4.67	4.67	.....	.....
248	Gloversville—Broadalbin	Johnstown	....	0.38	2.02	.....	.....
		Mayfield	....	1.64			
249	Old Plank	Perth	....	3.14	3.14	.....	.....
361	Johnstown—Tribes Hill, Sec. 1	Johnstown	....	2.22	2.22	.....	.....
362	Northville—Chapmans Corners	Northampton	....	1.71	1.71	.....	.....
363	Mayfield—Northville, Sec. 1	Mayfield	....	1.37	1.37	.....	.....
376	Gloversville—Bull Run	Johnstown	....	2.38	2.38	.....	.....
541	Mayfield—Northville, Sec. 2	Mayfield	....	3.54	6.79	.....	.....
		Northampton	....	3.25			

542....	Schoolhouse—Caroga Creek	Johnstown	....	2.26	2.69	.....	.....
		Caroga	....	0.43			
543....	Johnstown—Broadalbin, Sec. 2	Mayfield	....	4.88	6.35	.....	.....
		Broadalbin	....	1.47			
544....	Johnstown—Broadalbin, Part 1	Johnstown	....	3.88	5.77	.....	.....
		Mayfield	....	1.89			
618....	Meco—Caroga Lake	Johnstown	....	4.77	.....	.....	8.81
		Caroga	....	4.04			
619....	Sammonsville—Johnstown	Johnstown	....	2.14	.....	.....	2.14
620....	Ephratah—Keck Center	Ephratah	....	4.79	.....	.....	7.06
		Johnstown	....	2.27			
621†...	St. Johnsville—Oppenheim—Lassellsville	Oppenheim	....	6.32	.....	.....	7.14
		Ephratah	....	0.82			
1127....	Gloversville City	Gloversville City	1.73	1.73	.....	1.73	.....
			1.73	76.61	49.73	1.73	25.15

STATE HIGHWAYS.

5065....	Northville Village—North	Northampton	1.09	2.43	2.43	.....	.....
5096§...	Fonda—Johnstown	Johnstown	....	0.64	0.64	.....	.....
5194....	Mayfield Village	Mayfield	1.11	1.11	1.11	.....	.....
5394....	Johnstown City	Johnstown City	1.54	1.54	.....	1.54	.....
			3.74	5.72	4.18	1.54	

* Part in St. Lawrence county.
† Part not indicated on map approved by Legislature.
§ Part in Montgomery county.

GENESEE COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
586	East Pembroke—Batavia	Batavia	....	5.58	5.58	.....	.....
853	Batavia—Elba	Batavia	....	2.39	4.07	.....	.....
		Elba	....	1.68			
922	Indian Falls—Corfu, Part 2	Pembroke	....	1.85	1.85	.....	.....
923	Pavilion—Batavia, Part 1	Pavilion	....	4.70	4.70	.....	.....
1054	Alden—Darien Center	Darien	....	3.88	.....	.....	3.88
1097	Churchville—Bergen	Bergen	....	0.44	0.44	.....	.....
				20.52	16.64		3.88

STATE HIGHWAYS.

5020	East Pembroke—Pembroke	Pembroke	....	3.46	3.46	.....	.....
5090	East Pembroke—Pembroke, Part 2	Pembroke	....	4.47	4.47	.....	.....
5136	Stafford—Leroy	Stafford	....	1.43	2.89	.....	.....
		Leroy	....	1.46			
5145	Batavia—Stafford	Batavia	....	0.85	4.44	.....	.....
		Stafford	....	3.59			
5399	Batavia Village	Batavia	1.97	1.97	.....	1.97	.....
			1.97	17.23	15.26	1.97	

GREENE COUNTY.

COUNTY HIGHWAYS.

613	Catskill—South Cairo	Catskill	....	5.60	5.60	.....	.....
719	Greenville—Coxsackie, Sec. 2	New Baltimore	....	0.42	5.56	.....	.....
		Coxsackie	....	5.14			

796....	Greenville—Coxsackie, Sec. 1	Greenville	....	4.62	4.62	.....	.....
797....	Hunter—Windham, Part 2	Windham	....	3.39	3.39	.....	.....
886....	Lexington—Prattsville	Lexington	....	0.12	4.19	.....	.....
		Prattsville	....	4.07			
887....	South Cairo—Cairo	Cairo	....	3.15	3.15	.....	.....
954....	Cairo Hamlet	Cairo	....	0.46	0.46	.....	.....
997....	Hunter—Jewett Center	Hunter	....	0.57	6.13	.....	.....
		Jewett	....	5.56			
998	Hunter—Windham	Hunter	0.13	0.77	6.27	.....	.....
		Jewett	....	4.84			
		Windham	....	0.66			
			0.13	39.37	39.37		

STATE HIGHWAYS.

5027....	Saugerties—Catskill, Part 3	Catskill	....	1.94	1.94	.....	.....
5166....	Saugerties—Catskill, Part 2	Catskill	....	3.87	3.87	.....	.....
5198....	Coxsackie—Ravena, Part 1	Coxsackie	....	1.34	4.62	.....	.....
		New Baltimore	....	3.28			
5233....	Cairo—Windham, Part 1	Cairo	....	3.39	3.39	.....	.....
5366*...	Catskill Village	Catskill	1.74	1.74	1.74	.....	.....
5367....	Catskill—Athens	Catskill	....	0.86	5.97	.....	.....
		Athens	3.12	5.11			
5368....	Athens—Coxsackie	Athens	....	0.89	4.06	.....	.....
		Coxsackie	....	3.17			
5369†...	Coxsackie Village	Coxsackie	2.21	2.21	.....	.....	2.21
5370....	Coxsackie—Ravena, Part 2	New Baltimore	....	2.70	2.70	.....	.....
5409....	Catskill Village: West Bridge Street	Catskill	0.23	0.23	.....	0.23	.....
			7.30	30.73	28.29	0.23	2.21

* Original plans, 1.97 miles; 0.23 mile cancelled.
† All bids rejected.

HAMILTON COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
277....	Lake Pleasant—Speculator.....	Lake Pleasant.....	....	3.44	3.44	.....	.....
848*...	Long Lake—Grove.....	Long Lake.....	....	3.76	3.76	.....	.....
874....	Nobleboro—Morehouseville.....	Morehouse.....	....	5.00	5.00	.....	.....
1025....	Piseco—Lake Pleasant.....	Arietta.....	....	3.09	.....	7.82	.....
		Lake Pleasant.....	....	4.73			
1098†...	Eagle Bay—Sixth Lake.....	Inlet.....	....	4.22	.....	.....	4.22
1099....	Tupper Lake—Long Lake, Part 3.....	Long Lake.....	....	5.03	.....	.....	5.03
1100....	Indian Lake—County Line.....	Indian Lake.....	....	4.54	.....	.....	4.54
				33.81	12.20	7.82	13.79

STATE HIGHWAYS.

5038....	County Line—Hope Center.....	Hope.....	....	3.00	3.00	.....	.....
5133....	Hope Center—Wells, Part 1.....	Hope.....	....	5.48	5.48	.....	.....
5189....	Newcomb—Long Lake, Part 2.....	Long Lake.....	....	8.43	.....	8.43	.....
5268....	Hope Center—Wells, Part 2.....	Hope.....	....	0.42	.....	6.01	.....
		Wells.....	....	5.59			
				22.92	8.48	14.44	

HERKIMER COUNTY.

COUNTY HIGHWAYS.

14....	Frankfort.....	Frankfort.....	....	1.11	1.11	.....	.....
133....	Little Falls—Dolgeville.....	Manheim.....	....	2.29	2.29	.....	.....

233....	Frankfort—East Schuyler	Schuyler	....	1.64	1.64	.....	.....
359....	Frankfort—Utica, Sec. 2	Frankfort	....	1.89	1.89	.....	.....
360....	Poland—Cold Brook	Russia	....	0.35	0.35	.....	.....
456....	Little Falls—East Creek	Manheim	....	5.39	5.39	.....	.....
457....	Little Falls—Herkimer	Little Falls	....	2.36	5.32	.....	.....
		Herkimer	....	2.96			
458....	Herkimer—Frankfort	Herkimer	....	2.98	3.69	.....	.....
		Schuyler	....	0.71			
459....	East Schuyler—Deerfield	Schuyler	....	5.53	5.53	.....	.....
460....	Herkimer—Middleville	Fairfield	....	0.35	6.30	.....	.....
		Herkimer	....	4.89			
		Newport	...	1.06			
461....	Middleville—Poland	Fairfield	....	0.87	6.07	.....	.....
		Newport	....	5.20			
462....	Old Forge—McKeever	Webb	....	10.34	10.34	.....	.....
163....	Manheim Center—Salisbury	Manheim	....	3.55	5.52	.....	.....
		Salisbury	....	1.97			
464....	Salisbury Center—Stratford	Salisbury	....	5.46	5.46	.....	.....
465....	Salisbury Center—Burrells	Salisbury	....	5.43	5.43	.....	.....
466....	Burrells—Middleville	Fairfield	....	5.58	.....	5.58	.....
467....	Newport—Norway—Cold Brook	Newport..... Newport	0.72	1.98	6.92	.....	.....
		Norway	....	2.60			
		Russia..... Cold Brook	0.53	2.34			
468....	Little Falls—Fairfield	Little Falls	....	0.78	.....	.....	5.55
		Fairfield	....	4.77			
469†...	Ilion—Cedarville	German Flats	....	2.28	.....	.....	7.19
		Litchfield	....	4.91			

* Built as county highway on State Route No. 25.
† Designated by Commission as State system.

HERKIMER COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
470*...	Mohawk—Jordanville	German Flats	....	4.48	.....	.....	7.46
		Warren	....	2.98			
471§...	Jordanville—Richfield Springs—Warren	Warren	....	4.10	.....	.....	4.10
472....	Columbia—Mohawk	Columbia	....	2.63	.....	.....	2.63
473‡...	Little Falls—Jacksonburg	Little Falls	....	3.03	.....	.....	3.03
830†...	Jordanville—Richfield Spgs—Warren, Parts 2 & 4	Warren	....	5.51	.....	.....	5.51
831....	Little Falls—Montgomery	Danube	....	5.67	.....	.....	5.67
868....	Dolgeville Village	Manheim	2.06	2.06	2.06	.....	.....
869....	Middleville Village	Newport	0.62	0.62	0.69	.....	.....
		Fairfield	0.07	0.07			
870....	Herkimer Village: West & East German Streets	Herkimer	1.99	1.99	1.99	.....	.....
871*...	Cedarville—West Winfield	Winfield	....	5.05	.....	.....	5.05
			5.99	129.76	77.99	5.58	46.19
		STATE HIGHWAYS.					
5060....	Herkimer Village: East Albany Street	Herkimer	0.77	0.77	0.77	.....	.....
5064....	Middleville Village and Newport Village	Fairfield.....Middleville	0.54	0.54	1.57	.....	.....
		Newport.....Newport	1.03	1.03			
5069....	Poland Village and Coldbrook Village	Newport.....Poland	0.54	0.54	2.04	.....	.....
		Russia..... Poland....	0.69	1.50			
		Russia..... Cold Brook	0.81				
5105....	Little Falls City	Little Falls City	1.45	1.45	1.45	.....	.....
5159....	East Creek	Manheim	....	0.14	0.14	.....	.....
5161....	Ilion Village	German Flats	1.51	1.51	.....	1.51	.....
5170....	Mohawk Village	German Flats	1.35	1.35	.....	1.35	.....

5209....	Utica—Frankfort	Frankfort	....	3.06	3.06	.....	.....
5219....	Ilion—Frankfort	Frankfort.....Frankfort	1.26	2.23	2.47	.....	.....
		German Flats.....	....	0.24			
5248¶...	Boonville Town Line—McKeever	Wilmurt.....	....	0.44	.....	1.23	.....
		Webb.....	....	0.79			
5411....	West Creek	Herkimer.....Herkimer	0.09	0.20	.....	.....	0.20
			10.04	15.79	11.50	4.09	0.20

JEFFERSON COUNTY.

COUNTY HIGHWAYS.

147....	Burrs Mills	Watertown.....	....	2.85	3.92	.....	.....
		Rutland.....	....	1.07			
181....	Watertown—Sacketts Harbor—Henderson, Sec. 1	Hounsfield.....	....	6.04	6.04	.....	.....
182....	Redwood—Alexandria Bay, Sec. 1	Alexandria.....	....	2.98	2.98	.....	.....
183....	Adams—Henderson, Sec. 1	Adams.....	....	3.03	3.03	.....	.....
184....	Pierrepont Manor—Ellisburg	Ellisburg.....	....	2.96	2.96	.....	.....
185....	State	Lorraine.....	....	1.00	1.00	.....	.....
186....	Depot	Lyme.....	....	0.99	0.99	.....	.....
234....	Adams—Henderson, Sec. 2	Adams.....	....	0.70	6.89	.....	.....
		Henderson.....	....	6.19			
235....	Watertown—Sacketts Harbor—Henderson, Sec. 2	Hounsfield.....	....	2.23	2.23	.....	.....
236....	Redwood—Alexandria Bay, Sec. 2	Alexandria.....	....	4.19	4.19	.....	.....
237....	Sacketts Harbor	Watertown.....	....	1.45	1.45	.....	.....
238....	Henderson Harbor	Henderson.....	....	5.09	5.09	.....	.....
423....	Watertown—Theresa, Sec. 3	Theresa.....	....	4.19	4.19	.....	.....

* 3.19 miles designated by the Commission as State system.
‡ Designated by the Commission as State system.
§ 3.61 miles designated by the Commission as State system.
† 4.33 miles designated by the Commission as State system.
¶ Part in Oneida county.

JEFFERSON COUNTY—(*Concluded*).

Highway No	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
424	Belleville—Adams, Sec. 1	Ellisburg	....	1.37	1.60	.....	.....
		Adams	....	0.23			
425	Adams—Watertown, Sec. 2	Adams	....	3.16	3.16	.....	.....
426	State, Sec. 2	Lorraine	....	4.05	4.05	.....	.....
427	Watertown—Carthage, Sec. 2	Rutland	....	3.07	5.47	.....	.....
		Champion	....	2.40			
428	Watertown—Carthage, Sec. 3	Wilna	....	4.88	4.88	.....	.....
440	Philadelphia	Philadelphia	....	5.40	5.40	.....	.....
565	Watertown—Theresa, Sec. 1	Pamelia	....	7.35	7.35	.....	.....
624	Carthage—Wilna	Wilna	....	3.08	3.08	.....	.....
625	Theresa—Antwerp, Part 2	Antwerp	....	5.37	5.37	.....	.....
626	Burrs Mills—South Champion	Rutland	....	4.56	4.56	.....	.....
814	Watertown—Theresa, Part 2	Pamelia	....	0.09	5.31	.....	.....
		LeRay	....	5.22			
835	Adams Center—Tremaine Corners, Part 2	Rodman	....	5.58	.....	.....	5.58
844	Henderson Village	Henderson	1.07	1.07	1.07	.....	.....
1129	Lewis County Line—South Champion	Champion	....	2.45	.....	2.45	.....
1130	Alexandria Bay: Church Street	Alexandria	0.37	0.37	0.37	.....	.....
1131	Sacketts Harbor	Hounsfield	2.45	2.45	.....	2.45	.....
1132	Ellisburg—Belleville	Ellisburg	....	2.29	.....	2.29	.....
1133	Theresa—Antwerp, Part 1	Theresa	....	1.04	.....	4.72	.....
		Antwerp	....	3.68			
1134	Watertown City: Gifford and State Streets	Watertown	0.84	1.00	.....	1.00	.....
1148	Cape Vincent—Watertown, Part 1	Cape Vincent Cape Vincent.	1.54	6.39	.....	.....	8.91
		Lyme	....	2.52			
1149	Ellisburg Village	Ellisburg	1.70	1.70	.....	.....	1.70

1150....	Belleville Village: Main and Washington Streets.	Ellisburg	1.13	1.13	.....	.....	1.13
1151....	Theresa—Browns Corners	Theresa.....Theresa	1.28	4.86	.....	.....	8.24
		Alexandria	....	3.38			
			10.38	135.10	96.63	12.91	25.56
		STATE HIGHWAYS.					
5005....	Black River—Watertown	LeRay	....	2.87	4.84	.....	.....
		Pamelia	....	0.77			
		Rutland.....Black River	1.20	1.20			
5119....	Adams—Watertown, Part 3	Watertown	....	3.24	3.24	.....	.....
5140....	Watertown—Clayton, Part 1	Watertown City	0.85	0.85	5.24	.....	.....
		Pamelia	....	4.39			
5152....	Felts Mills	Rutland	....	0.29	0.29	.....	.....
5175....	Black River	Rutland.....Black River	0.32	0.32	0.32	.....	.....
5266....	Watertown—Clayton, Part 3	Clayton.....Clayton	1.11	7.31	7.31	.....	.....
5267....	Watertown—Clayton, Part 2	Pamelia	....	0.20	.....	8.45	.....
		Brownville	....	3.18			
		Clayton	....	5.07			
5269....	County Line—Adams Center	Ellisburg.....Mannsville	1.17	9.33	.....	13.38	.....
		Adams.....Adams	1.12	4.05			
5304....	Clayton—Alexandria Bay	Clayton.....Clayton	0.83	3.97	11.49	.....	.....
		Orleans	....	2.94			
		Alexandria..Alexandria Bay	0.60	4.58			
5332*...	Lowville—Carthage	Champion...West Carthage	1.12	1.12	.....	1.12	.....
5344....	Carthage Village	Wilna	2.12	2.12	.....	2.12	.....
5402....	Carthage Village: State Street	Wilna	0.35	0.35	.....	.....	0.35
5403....	Clayton Village	Clayton	1.17	1.17	.....	1.17	.....
			11.96	59.32	32.73	26.24	0.35

* Part in Lewis county.

LEWIS COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
847....	Copenhagen—Lowville.....	Lowville.....	....	5.74	5.74	.....	.....
937....	Copenhagen.....	Denmark.....Copenhagen	1.14	3.83	3.83	.....	.....
1020....	Copenhagen—Lowville, Part 1.....	Harrisburg.....	....	4.40	4.58	.....	.....
		Lowville.....	....	0.18			
1092....	Lowville Village.....	Lowville.....	0.51	0.51	0.51	.....	.....
			1.65	14.66	14.66		

STATE HIGHWAYS.

5036....	Lowville—Martinsburg.....	Lowville.....	....	0.57	2.61	.....	.....
		Martinsburg.....	....	2.04			
5077....	Martinsburg—Turin.....	Martinsburg.....	....	3.08	3.08	.....	.....
5309....	Lowville Village.....	Lowville.....	1.30	1.30	1.30	.....	.....
5327....	Oneida County Line—Turin.....	Leyden.....	....	5.67	.....	14.77	.....
		West Turin.....	....	3.10			
		Turin.....Turin	1.08	6.00			
5332*...	Lowville—Carthage.....	Lowville.....	....	5.53	.....	13.21	.....
		Denmark.....	....	7.68			
			2.38	34.97	6.99	27.98	

LIVINGSTON COUNTY.

COUNTY HIGHWAYS.

482....	Dansville—Mt. Morris, Sec. 3.....	Mt. Morris.....	....	2.23	2.23	.....	.....
622....	Mt. Morris—Geneseo.....	Mt. Morris.....	....	1.40	5.20	.....	.....
		Groveland.....	....	1.29			
		Geneseo.....	....	2.51			

623....	Geneseo—Avon	Geneseo	....	3.73	6.99	.....	.....
		Avon	....	3.26			
714....	Dansville—Mt. Morris, Sec. 1	North Dansville	....	0.72	5.37	.....	.....
		West Sparta	....	4.65			
715....	Dansville—Mt. Morris, Part 2	West Sparta	....	2.89	4.54	.....	.....
		Groveland	....	1.65			
716....	Livonia—Lakeville	Livonia	....	2.22	2.22	.....	.....
717....	Livonia—Ontario County Line	Livonia	....	5.83	.....	5.83	.....
718....	Geneseo—Piffard	York	....	2.12	.....	2.12	.....
828....	Kuder's Corners—Springwater Town Line	Conesus	....	7.19	7.19	.....	.....
829....	Livonia—Conesus Town Line	Livonia	....	3.63	.....	.....	3.63
855....	Mt. Morris Village	Mt. Morris	0.47	0.47	0.47	.....	.....
856....	Geneseo Village	Geneseo	1.32	1.32	1.32	.....	.....
867....	Dansville Village	North Dansville	1.09	1.09	1.09	.....	.....
1010....	Livonia Village	Livonia	0.98	0.98	0.98	.....	.....
1030....	Avon Village	Avon	1.25	1.25	.....	1.25	.....
			5.11	50.43	37.60	9.20	3.63

STATE HIGHWAYS.

5021....	Leroy—Caledonia—Mumford	Caledonia.....Caledonia	2.08	3.99	3.99	.....	.....
5142....	Lima—East Bloomfield, Part 1	Lima.....Lima	1.15	4.05	4.05	.....	.....
5270....	Portage - Mount Morris, Part 3	Mount Morris..Mt. Morris	0.77	6.92	.....	6.92	.....
5271....	Portage--Mount Morris, Part 2	Portage	....	0.77	5.51	.....	.....
		Nunda.....Nunda	0.78	2.83			
		Mount Morris	....	1.91			
5272....	Portage—Mount Morris, Part 1	Portage	....	4.20	4.20	.....	.....

* Part in Jefferson county.

LIVINGSTON COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5273....	Caledonia—Avon	Caledonia.....Caledonia	0.48	6.30	6.30	.....	.....
5302....	Avon—Lima	Avon.....Avon	1.54	5.29	6.40	.....	.....
		Lima.....	....	1.11			
5398....	County Line—Dansville	North Dansville...Dansville	3.58	4.40	.....	4.40	.....
			10.38	41.77	30.45	11.32	

MADISON COUNTY.

COUNTY HIGHWAYS.

337....	Syracuse Turnpike	Cazenovia.....	....	1.58	1.58	.....	.....
339....	Georgetown	Georgetown.....	....	3.29	3.29	.....	.....
506....	Chittenango—Eagle Village	Sullivan.....	....	2.18	2.18	.....	.....
726....	Chittenango—Oneida, Sec. 2	Lenox.....	....	5.86	7.53	.....	.....
		Oneida.....Canastota	1.67	1.67			
811....	Georgetown—Otselic	Georgetown.....	....	2.39	2.39	.....	.....
812....	Canastota—South Bay	Lenox.....	....	4.81	4.81	.....	.....
883....	De Ruyter—Otselic, Part 1	De Ruyter.....	....	2.14	2.14	.....	.....
908....	Canastota Village	Lenox.....	2.07	2.07	2.07	.....	.....
955....	Chittenango Village—Seneca Turnpike	Sullivan.....	0.43	0.43	.....	.....	0.43
962....	Bridgeport—Lakeport	Sullivan.....	....	5.09	5.09	.....	.....
1022....	Lakeport—Oneida Lake	Sullivan.....	....	3.18	3.18	.....	.....
1110....	Oneida—South Bay, Part 1	Oneida City.....	3.05	3.05	.....	.....	3.05
1160....	Oneida—Munnsville	Oneida City.....	3.32	3.32	.....	.....	8.14
		Stockbridge.....	....	4.82			
			10.54	45.88	34.26		11.62

		STATE HIGHWAYS.					
5014....	Chittenango—Oneida, Part 1	Sullivan	....	3.20	3.20	.....	.....
5078....	Wampville—Oneida Castle	Oneida City	2.56	2.56	2.56	.....	.....
5120....	Fayetteville—Chittenango, Part 2	Sullivan ..... Chittenango	1.36	3.31	3.31	.....	.....
5329....	Cazenovia—Morrisville	Cazenovia	....	1.37	.....	10.11	.....
		Nelson	....	6.33			
		Eaton ..... Morrisville	0.17	2.41			
5330....	Morrisville—Bouckville	Eaton ..... Morrisville	0.87	5.02	.....	5.63	.....
		Madison	....	0.61			
5380....	Bouckville—Madison	Madison ..... Madison	0.67	2.45	2.45	.....	.....
			5.63	27.26	11.52	15.74	
		MONROE COUNTY.					
		COUNTY HIGHWAYS.					
5....	East Avenue	Brighton	....	1.71	2.45	.....	.....
		Pittsford	....	0.74			
6....	Ridge, Sec. 1	Greece	....	6.53	6.53	.....	.....
15....	Hudson Avenue	Irondequoit	....	0.63	0.63	.....	.....
60....	Fairport	Pittsford	....	1.78	3.04	.....	.....
		Perinton	....	1.26			
61....	Pittsford	Pittsford	....	1.30	1.30	.....	.....
62....	West Henrietta	Brighton	....	2.26	6.24	.....	.....
		Henrietta	....	3.98			
63....	Scottsville, Sec. 1	Chili	....	2.25	2.25	.....	.....
78....	Clifton, Sec. 1	Chili	....	3.62	3.62	.....	.....
79....	Scottsville, Sec. 2	Chili	....	6.32	7.58	.....	.....
		Wheatland	....	1.26			

MONROE COUNTY — (*Continued*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
80	Hamlin, Sec. 1	Clarkson	....	4.64	4.64	.....	.....
81	Hamlin, Sec. 2	Hamlin	....	4.06	4.06	.....	.....
82	Buffalo, Sec. 1	Gates	....	0.36	0.36	.....	.....
83	Buffalo, Sec. 2	Gates	....	5.09	5.09	.....	.....
94	Monroe Avenue	Brighton	....	2.38	4.03	.....	.....
		Pittsford	....	1.65			
98	Webster, Sec. 1	Irondequoit	....	1.58	1.58	.....	.....
99	Webster, Sec. 2	Penfield	....	2.36	2.96	.....	.....
		Webster	....	0.60			
100	Webster, Sec. 3	Webster..... Webster	0.34	3.40	3.40	.....	.....
101	Webster, Sec. 4	Webster..... Webster	0.51	2.88	2.88	.....	.....
165	Little Ridge, Sec. 2	Parma	....	2.06	2.06	.....	.....
166	Penfield, Sec. 1	Brighton	....	1.17	3.63	.....	.....
		Penfield	....	2.46			
167	Penfield, Sec. 2	Penfield	....	5.31	5.31	.....	.....
168	Dugway, Sec. 1	Brighton	....	2.06	3.31	.....	.....
		Penfield	....	1.25			
169	Dugway, Sec. 2	Penfield	....	4.02	4.02	.....	.....
170	Dugway, Sec. 3	Penfield	....	2.88	2.88	.....	.....
171	Lake, Sec. 1	Sweden	....	2.00	2.00	.....	.....
172	Portland Avenue, Sec. 1	Irondequoit	....	0.70	0.70	.....	.....
173	Hudson Avenue, Sec. 2	Irondequoit	....	1.00	1.00	.....	.....
252	Clifton, Sec. 2	Chili	....	2.92	2.92	.....	.....
253	Lyell	Gates	....	2.12	2.12	.....	.....

254....	Chili, Sec. 1	Gates	....	3.11	3.11	.....	.....
255....	Chili, Sec. 2	Chili	....	2.56	2.56	.....	.....
256....	Little Ridge, Sec. 3	Parma	....	3.60	3.60	.....	.....
257....	Little Ridge, Sec. 4	Clarkson	....	3.36	3.36	.....	.....
269....	Hilton	Parma	....	4.30	4.30	.....	.....
276....	Barnard Crossing, Secs. 1 and 2	Greece	....	4.14	4.14	.....	.....
286....	Left Fork—German Church—Redman	Hamlin	....	5.55	5.55	.....	.....
294....	Clover Street	Brighton	....	0.22	5.89	.....	.....
		Pittsford	....	5.67			
398*...	County Line	Hamlin	....	2.77	2.77	.....	.....
399....	Latta	Greece	....	6.84	6.84	.....	.....
400....	Portland Avenue, Sec. 2	Irondequoit	....	0.93	0.93	.....	.....
401....	Rapids	Gates	....	1.90	1.90	.....	.....
402....	Buffalo, Sec. 3	Ogden	....	2.05	3.62	.....	.....
		Chili	....	1.57			
403....	Churchville—Riga	Riga	....	2.08	2.08	.....	.....
408....	Rich's Dugway—Penfield	Penfield	....	0.85	2.43	.....	.....
		Brighton	....	1.58			
474....	Clover Street, Sec. 2	Brighton	....	1.95	1.95	.....	.....
479....	Fairport, Sec. 2	Perinton	....	0.27	0.27	.....	.....
480....	Buffalo, Sec. 4	Riga	....	3.02	3.02	.....	.....
481....	Despatch—Pittsford	Pittsford	....	0.99	0.99	.....	.....
491....	Hilton—Bartletts Corners	Parma	....	1.01	1.01	.....	.....
492....	Lake and Sweden	Sweden	....	5.75	5.75	.....	.....
493....	Mendon—Pittsford	Mendon	....	2.63	6.26	.....	.....
		Pittsford	....	3.63			

* Highway 398 lies half in Monroe county and half in Orleans county. Total length is 5.55 miles.

MONROE COUNTY—(*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
493A...	Mendon—Pittsford	Pittsford	....	0.48	0.48	.....	.....
494....	East Henrietta—Rochester	Brighton	....	1.89	4.43	.....	.....
		Henrietta	....	2.54			
495....	Parma Cor's—Spencerport; Spencerport—N.Chili	Parma	....	1.02	6.15	.....	.....
		Ogden.....Spencerport	0.42	5.13			
496*...	Brockport—Holley, Part 1	Sweden	....	2.15	.....	.....	2.26
		Clarkson	....	0.11			
497....	Pittsford—N. Henrietta	Pittsford	....	2.67	2.67	.....	.....
502....	Honeoye Falls—Pittsford Town Line	Mendon	....	5.19	5.19	.....	.....
538....	Ridge—Rochester—Sea Breeze	Irondequoit.....Rochester	1.42	5.67	5.67	.....	.....
573....	Sea Breeze—Nine Mile Pt	Webster.....Webster	....	6.38	6.38	.....	.....
574†...	Fairport—Nine Mile Pt	Webster	1.09	11.41	4.72	.....	6.69
575....	Honeoye Falls—Rush	Rush	....	2.41	4.08	.....	.....
		Mendon	....	1.67			
588¶...	Monroe—Orleans County Line	Clarkson	....	1.04	1.04	.....	.....
633....	East Hamlin—Lake Ontario	Hamlin	....	3.73	3.73	.....	.....
634....	Buffalo, Part 5	Riga	....	3.43	3.43	.....	.....
648....	W. Henrietta—W. Rush	Henrietta	....	1.63	.....	.....	7.36
		Rush	....	5.73			
760....	Little Ridge, Part 5	Clarkson	....	3.83	.....	.....	3.83
766....	Pittsford—Palmyra	Pittsford	....	1.32	.....	.....	1.32
767....	Perinton—Palmyra	Perinton	....	5.99	.....	.....	5.99
810....	Victor—Mendon, Part 2	Mendon	....	1.03	.....	.....	1.03

851....	Hilton Village	Parma	1.11	1.11	1.11	.....	.....
1009....	Spencerport—North Chili. Part 2	Chili	....	0.52	0.52	.....	.....
			4.89	243.00	214.52		28.48
		STATE HIGHWAYS.					
5046....	Scottsville—Mumford	Wheatland	....	5.78	5.78	.....	.....
5093....	Fairport Extension	Pittsford	....	0.18	.....	.....	0.18
5097....	Garbutts Crossing	Wheatland	....	1.06	1.06	.....	.....
5279....	Scottsville—Chili	Wheatland	....	1.44	6.63	.....	.....
		Chili	....	5.19			
5425....	Holley—Brockport, Part 2	Clarkson	....	1.82	.....	.....	3.25
		Sweden.....Brockport	0.50	1.43			
			0.50	16.90	13.47		3.43
		MONTGOMERY COUNTY.					
		COUNTY HIGHWAYS.					
32....	Amsterdam—Minaville, Sec. 1	Florida	....	2.65	2.65	.....	.....
96....	Amsterdam—Minaville, Sec. 2	Florida	....	0.64	0.64	.....	.....
107....	Fultonville—Glen	Glen	....	3.66	3.66	.....	.....
108	West Mohawk River	Amsterdam.....Akin	1.43	3.25	3.25	.....	.....
120....	Canajoharie—Sharon Springs	Canajoharie	....	4.14	4.14	.....	.....
152....	Fonda, East	Mohawk	....	2.50	2.50	.....	.....
155....	Fonda, West	Mohawk	....	2.50	2.50	.....	.....

* 0.25 miles designated by the Commission as State system.
¶ Highway 588 lies half in Monroe county and half in Orleans county. Total length is 2.08 miles.
† Original plans, 11.41 miles; 6.69 miles cancelled.

MONTGOMERY COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
158....	Northampton	Amsterdam	....	0.70	0.70	.....	.....
180....	East Mohawk Turnpike	Amsterdam	....	2.82	2.82	.....	.....
298....	Amsterdam—Hagaman	Amsterdam	....	2.20	2.20	.....	.....
299....	Saulwaters Corners—Youngs Corners	Florida	....	2.77	2.77	.....	.....
300....	DeGraff Corners—Sherburn Corners	Florida	....	1.13	1.13	.....	.....
301....	Minaville—Scotch Bush	Florida	....	2.34	2.34	.....	.....
302....	Fonda—Berryville	Mohawk	....	2.00	2.00	.....	.....
303....	Fonda—Tribes Hill	Mohawk	....	2.21	2.21	.....	.....
304....	Sprakers—Rural Grove, Sec. 1	Root	....	5.66	5.66	.....	.....
345....	Canajoharie—Sprout Brook	Canajoharie	....	4.66	4.66	.....	.....
346....	Sprakers—Rural Grove, Sec. 2	Root	....	2.52	2.52	.....	.....
347....	Canajoharie—Sharon Springs, Sec. 2	Canajoharie	....	2.94	2.94	.....	.....
397....	Canajoharie—Flat Creek—Blaine	Canajoharie	....	6.67	6.67	.....	.....
409....	Fort Plain—Starkville	Minden	....	6.22	6.22	.....	.....
410....	Fort Plain—Hessville	Minden	....	5.52	.....	.....	5.52
511....	Glen—Charleston	Glen	....	2.30	.....	.....	3.81
		Charleston	....	1.51			
512....	Akin—Johnstown	Amsterdam	....	3.56	.....	.....	3.56
513....	Amsterdam—Morris Corners	Florida	....	2.52	.....	.....	2.52
514§...	Fort Hunter—Amsterdam—Snooks Corners	Florida	....	6.46	.....	.....	6.46
515*...	Sammonsville—Fonda—Yosts	Mohawk	....	1.61	.....	.....	1.61
516....	Johnstown—Tribes Hill, Part 2	Mohawk	....	2.75	.....	.....	2.75
517†...	Nelliston—Palatine Bridge—Stone Arabia	Palatine	....	3.41	.....	.....	3.41

864....	Fultonville Village—Fonda Village	Glen	Fultonville	0.62	0.62	0.90	.....	.....
		Mohawk	Fonda	0.28	0.28			
889....	Fort Plain Village	Minden		0.64	0.64	0.64	.....	.....
943....	Schenectady County Line—Scotch Bush	Florida		....	1.38	1.38	.....	.....
1140....	Amsterdam City: West Main Street	Amsterdam City		1.87	1.87	.....	1.87	.....
				4.84	98.61	67.10	1.87	29.64
		STATE HIGHWAYS.						
5028....	East Creek—St. Johnsville	St. Johnsville	St. Johnsville	0.90	3.73	3.73	.....	.....
5096**..	Fonda—Johnstown	Mohawk	Fonda	0.45	2.43	2.43	.....	.....
5109....	St. Johnsville—Nelliston	St. Johnsville		....	2.81	4.79	.....	.....
		Palatine		....	1.98			
5123....	Nelliston—Palatine Bridge	Palatine	Nelliston	2.08	4.06	4.06	.....	.....
			Palatine Bridge	1.46				
5124††..	Palatine Bridge—Fonda, Part 1	Palatine		....	4.25	.....	4.25	.....
5125††..	Palatine Bridge—Fonda, Part 2	Palatine		....	0.45	.....	4.00	.....
		Mohawk		....	3.55			
5126....	Hoffman—Cranesville	Amsterdam		....	2.24	2.24	.....	.....
				4.89	25.50	17.25	8.25	

* Original plans, 4.11 miles; 2.50 miles contracted as State Highway No. 5125.
** Part in Fulton county.
†† Combined as one contract.
§ Fort Hunter—Amsterdam (3.76 miles) designated by the Commission as State system.
† Nelliston—Palatine Bridge (0.52 miles) under construction as part of State Highway No. 5123.

NASSAU COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
270	Birch Hill	Oyster Bay	....	1.16	1.16	.....	.....
434	Anandale—Bay View	North Hempstead	....	1.69	1.69	.....	.....
435	South Glenwood—Meeting House	Oyster Bay	....	1.84	1.94	.....	.....
		North Hempstead	....	0.10			
436	Jericho Turnpike—Plainview	Oyster Bay	....	6.98	6.98	.....	.....
437	Jerusalem Avenue—Front Street	Hempstead	....	7.09	7.09	.....	.....
545	Syosset—Cold Spring Harbor	Oyster Bay	....	3.22	3.22	.....	.....
546	New Bridge	Oyster Bay	....	1.72	6.02	.....	.....
		Hempstead	....	4.30			
547	Willets—East Williston—Westbury Pond	Oyster Bay	....	0.15	6.43	.....	.....
		North Hempstead	....	6.28			
548‡	Berry Hill, Part 1	Oyster Bay	....	4.74	4.74	.....	2.81
548§	Berry Hill, Part 2	Oyster Bay	....	2.81			
898	East Norwich—Memorial Cemetery	Oyster Bay	....	2.88	2.88	.....	.....
953	Glen Cove	Oyster Bay	....	0.97	.....	0.97	.....
988	New Hyde Park—Great Neck	North Hempstead	....	0.22	0.35	.....	.....
		Hempstead	....	0.13			
				46.28	42.50	0.97	2.81

STATE HIGHWAYS.

5051	Little Neck—Old Westbury, Part 3	North Hempstead	....	1.96	1.96	.....	.....
5106	Little Neck—Old Westbury, Parts 1 and 4	North Hempstead	....	2.46	2.46	.....	.....
5280†	Little Neck—Old Westbury, Part 2	North Hempstead	....	1.65	.....	.....	1.65
				6.07	4.42		1.65

NIAGARA COUNTY.

COUNTY HIGHWAYS.

251	Griswold Street	Royalton	....	3.15	3.15	.....	.....
475	Suspension Bridge—Lewiston	Lewiston	....	2.42	2.42	.....	.....
507	Transit, Sec. 3	Lockport	....	3.10	4.68	.....	.....
		Pendleton	....	1.58			
617	Lewiston—Dickersonville	Lewiston	....	4.80	4.80	.....	.....
643	North Tonawanda—Sanborn, Secs. 1 and 2	Wheatfield	....	4.44	4.44	.....	.....
660	Griswold Street—Bratts Bridge	Royalton	....	5.98	5.98	.....	.....
713	North Tonawanda—Shawnee	Wheatfield	....	5.13	5.13	.....	.....
729	Shawnee—Cambria	Cambria	....	3.20	3.20	.....	.....
740	Sanborn—Pekin	Lewiston	....	1.88	2.75	.....	.....
		Cambria	....	0.87			
749	Lockport—Tonawanda Creek	Lockport	....	3.07	.....	10.30	.....
		Royalton	....	7.23			
757	Gasport—Hartland, Part 1	Royalton	....	1.21	2.78	.....	.....
		Hartland	....	1.57			
758*	Olcott—Lockport, Part 1	Newfane	....	8.33	.....	.....	8.33
759	Olcott—Lockport, Part 2	Lockport	....	2.15	2.15	.....	.....
771	McNalls Corners—Gasport	Royalton	....	2.35	.....	.....	2.35
773	Pendleton Town Line—Lockport	Cambria	....	0.50	.....	.....	3.45
		Lockport	....	2.95			
774	Tonawanda Creek—Pendleton Town Line	Pendleton	....	4.72	.....	.....	4.72
799	Lockport—Youngstown, Parts 1 and 4	Cambria	....	1.65	.....	.....	4.27
		Wilson	....	2.62			
800	Lockport—Youngstown, Parts 2 and 3	Porter	....	6.82	.....	.....	6.82
832	Mountain Ridge Road	Lockport	....	2.51	2.51	.....	.....
1045	Cambria—Lockport	Cambria	....	5.13	.....	5.13	.....

‡ Part 1, (4.78 miles) placed under contract in 1910, appropriation exhausted.
§ Part not indicated on map approved by Legislature.
† All bids rejected.
* Contract cancelled. Appropriation, $97,700; $5,786.80 used.

NIAGARA COUNTY—(*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
1084....	North Tonawanda City.....	North Tonawanda City....	2.33	2.33	.....	.....	2.33
1085....	Lockport City: South Transit Street	Lockport City.....	0.97	0.97	.....	0.97	.....
1086....	Lockport City: West Avenue.....	Lockport City.....	0.60	0.60	.....	0.60	.....
1087....	North Tonawanda City: Erie Avenue	North Tonawanda City....	2.77	2.77	.....	2.77	.....
1135....	Griswold Street—County Line.....	Royalton.....Middleport	0.41	1.49	.....	1.49	.....
1153....	Lockport City: Market Street and Lake Avenue.	Lockport City	1.27	1.27	.....	.....	1.27
			8.35	98.79	43.99	21.26	33.54

STATE HIGHWAYS.

5063....	Niagara Falls—Buffalo, Part 1.....	Niagara.....La Salle	1.66	2.50	2.50	.....	.....
5164....	Niagara Falls—Buffalo, Part 2.....	Niagara.....La Salle	0.30	0.58	3.45	.....	.....
		Wheatfield.....	....	2.87			
5220....	Niagara Falls—Buffalo, Part 3.....	Wheatfield	....	2.52	4.87	.....	.....
		N. Tonaw'da..N. Tonaw'da	2.35	2.35			
5305....	Niagara Falls—Sanborn.....	Niagara.....	....	1.91	.....	7.95	.....
		Lewiston.....	....	6.04			
5306....	Lewiston—Youngstown.....	Lewiston.....Lewiston	1.36	4.26	.....	6.82	.....
		Porter.....Youngstown	1.21	2.56			
5319....	Wrights Corners—Hartland.....	Newfane.....	....	3.49	6.64	.....	.....
		Hartland.....	....	3.15			
5381....	La Salle Bridge.....	Niagara.....La Salle	0.09	0.09	0.09	.....	.....
5416....	Cambria—Wrights Corners.....	Cambria	....	3.83	.....	.....	7.80
		Lockport.....	....	2.20			
		Newfane	....	1.77			
5417....	Pekin—Cambria.....	Cambria	....	4.23	.....	.....	5.40
		Lewiston.....	....	1.17			
			6.97	45.52	17.55	14.77	13.20

ONEIDA COUNTY.

COUNTY HIGHWAYS.

3....	River Road	Deerfield	....	2.25	2.25	.....	.....
21‡...	Sauquoit Creek	Whitestown.....Yorkville	0.27	0.27	0.27	.....	.....
71....	Utica—Paris	New Hartford	....	4.63	4.63	.....	.....
139....	Hamilton Bridge	Vernon	....	1.29	1.29	.....	.....
140....	Seneca Turnpike	Vernon	....	2.28	2.28	.....	.....
250....	Utica—Oneida Castle, Sec. 1	New Hartford	....	3.64	8.53	.....	.....
		Kirkland	....	2.44			
		Westmoreland	....	2.45			
271....	Utica—Oneida Castle, Sec. 2	Westmoreland	....	1.71	8.53	.....	.....
		Vernon	....	6.82			
295....	Mohawk River—Floyd	Floyd	....	2.80	2.80	.....	.....
296....	Mohawk River—Marcy	Marcy	....	4.54	4.54	.....	.....
297....	Mohawk River—Deerfield	Marcy	....	2.48	3.74	.....	.....
		Deerfield	....	1.26			
368....	Augusta Road—Augusta Section	Augusta	....	3.38	3.38	.....	.....
369....	Augusta Road—Oriskany Falls Section	Augusta	....	2.99	2.99	.....	.....
406....	Augusta Road—Vernon Center Section	Vernon	....	3.88	3.88	.....	.....
438....	Augusta Road—Lowell and Spencer Sections	Vernon	....	2.88	7.10	.....	.....
		Westmoreland	....	4.22			
559....	Utica—Bridgewater	Paris	....	5.04	9.09	.....	.....
		Bridgewater	....	4.05			
560....	Mohawk River—Rome	Rome	....	2.42	2.42	.....	.....
561§...	Rome—Northwestern, Sec. 1	Western	....	4.48	4.48	.....	.....
562§...	Rome—Northwestern, Sec. 2	Rome	....	3.87	3.87	.....	.....
563....	Rome—Taberg	Rome	....	5.11	5.11	.....	.....
564....	Rome Roads—Augusta and Westmoreland Secs.	Rome	....	5.02	5.02	.....	.....

§ Portion of original plans omitted through Delta reservoir.
‡ Original plans, 1.33 miles; 1.06 miles reconstructed as State Highway No. 5091.

ONEIDA COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
761*...	Deansboro—New Hartford	Marshall	....	0.25	6.32	.....	.....
		Kirkland	....	6.07			
837....	Waterville—Deansboro	Marshall	....	4.77	4.77	.....	.....
838....	Sauquoit	Paris	....	0.56	0.56	.....	.....
839....	Augusta—Knoxboro	Augusta	....	1.21	1.21	.....	.....
840....	North Brookfield—Waterville	Sangerfield	....	4.37	4.37	.....	.....
877....	Clinton Village	Kirkland	0.97	0.97	0.97	.....	.....
931†...	Marcy Hill—Trenton	Deerfield	....	1.74	7.05	.....	.....
		Trenton ..... Trenton	0.42	5.31			
932....	Waterville Village	Sangerfield	1.20	0.94	1.20	.....	.....
		Marshall		0.26			
933†...	Deerfield Corners—Marcy Hill	Marcy	....	1.93	5.02	.....	.....
		Deerfield	....	3.09			
1107....	Oriskany Falls Village	Augusta	0.22	0.22	0.22	.....	.....
1111....	Rome City	Rome City	1.02	1.02	.....	.....	1.02
1141....	Delta—Westernville	Rome	....	0.86	.....	.....	3.38
		Western	....	2.52			
1144....	Trenton—Remsen	Trenton — Trenton	0.21	3.60	.....	.....	3.60
		Trenton — Remsen	0.10				
1157....	Durhamville—Rome	Verona ..... New London¶	....	10.98	.....	.....	13.73
		Rome	....	2.75			
1158....	Thomson Corners—Taberg	Florence	....	1.77	.....	.....	6.66
		Camden	....	0.72			
		Annsville	....	4.17			
1159....	Vienna—New London	Verona	....	0.83	.....	.....	7.55
		Rome	....	2.54			
		Vienna	....	4.18			
			4.41	153.93	117.99		35.94

STATE HIGHWAYS.

5034....	Vernon Village and Oneida Castle Village.....	Vernon....	Vernon.....	0.60	1.41	1.41	.....	.....
			Oneida Castle	0.81				
5052....	New Hartford Village.....	New Hartford.....		0.65	0.65	0.65	.....	.....
5059....	Whitesboro Village.....	Whitestown.....		1.60	1.60	1.60	.....	.....
5079....	Clayville Village.....	Paris.....		1.44	1.44	1.44	.....	.....
5091....	Yorkville Village.....	Whitestown.....		1.06	1.06	1.06	.....	.....
5131....	Rome City.....	Rome city.....		1.20	1.20	1.20	.....	.....
5139....	Camden—Taberg, Part 2.....	Annsville.....		....	6.64	7.97	.....	.....
		Lee.....		....	1.33			
5248‡...	Boonville Town Line—McKeever.....	Boonville.....		....	1.85	.....	16.77	.....
		Forestport.....	Forestport	1.59	14.92			
5303....	Boonville Village.....	Boonville.....		0.83	0.83	0.83	.....	.....
5307....	Alder Creek—Lewis County Line.....	Boonville.....	Boonville	0.47	7.79	7.79	.....	.....
5325....	Whitesboro—Trenton.....	Marcy.....		....	6.76	.....	12.37	.....
		Trenton..	Holland Patent	0.88	5.61			
			Trenton	0.07				
5345§...	Trenton—Prospect—Remsen	Trenton.....	Trenton	0.29	4.45	.....	.....	5.86
			Prospect	0.42				
		Remsen.....	Remsen	0.20	1.41			
5346....	Remsen—Boonville Town Line.....	Remsen.....	Remsen	0.80	6.12	.....	6.12	.....
5385§...	Oriskany Falls Village.....	Augusta.....		1.09	1.09	.....	.....	1.09
5395....	Utica City: Turner Street.....	Utica City.....		0.38	0.38	0.38	.....	.....
5406....	Oriskany Falls—Deansboro.....	Marshall.....		....	3.95	.....	.....	3.95
				14.38	70.49	24.33	35.26	10.90

* 3.00 constructed as county highway on State Route No. 8.
† Combined as one contract.
‡ Part in Herkimer county.
§ All bids rejected.
¶ New London corporation lines not defined.

ONONDAGA COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway.	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
8....	Cortland Street	Onondaga	....	1.20	1.20	.....	.....
9....	James Street	DeWitt	....	0.58	0.58	.....	.....
48....	West Lake	Skaneateles	....	1.00	1.00	.....	.....
49....	Fabius—Apulia, Sec. 1	Fabius	....	2.00	2.00	.....	.....
74....	Marcellus—Marietta	Marcellus	....	1.00	1.00	.....	.....
75....	Fabius—Apulia, Sec. 2	Fabius	....	0.86	0.86	.....	.....
76....	La Fayette	La Fayette	....	1.00	1.00	.....	.....
121....	Fabius—Apulia, Sec. 3	Fabius	....	1.16	1.16	.....	.....
122....	East Lake	Skaneateles	....	1.00	1.00	.....	.....
132....	Genesee Turnpike	Geddes	....	1.13	1.13	.....	.....
245....	Coleman Hill, Sec. 1	Pompey	....	1.21	1.21	.....	.....
290....	South Salina Street	Onondaga	....	1.06	1.06	.....	.....
291....	Cemetery	Onondaga	....	0.89	0.89	.....	.....
292....	West Lake, Sec. 2	Skaneateles	....	1.00	1.00	.....	.....
293....	East Lake, Sec. 2	Skaneateles	....	1.00	1.00	.....	.....
328....	Valley Road—Marcellus	Marcellus	....	1.31	1.31	.....	.....
329....	Valley Road—Camillus	Camillus	....	2.32	2.32	.....	.....
330....	Skaneateles—Hamilton, Sec. 1	Tully	....	2.44	2.44	.....	.....
348....	Collamer	DeWitt	....	1.90	1.90	.....	.....
429....	Thompson	DeWitt	....	2.83	2.83	.....	.....
430....	Jordan Valley, Sec. 1	Elbridge	....	1.72	1.72	.....	.....
431....	Skaneateles—Spafford	Skaneateles	....	1.32	2.50	.....	.....
		Spafford	....	1.18			
452....	Cicero—South Bay	Cicero	....	3.53	3.53	.....	.....
486....	Skaneateles West Lake, Secs. 3, 4, 5	Skaneateles	....	3.37	3.37	.....	.....
487....	Elbridge	Elbridge	....	3.66	3.66	.....	.....
488....	Belle Isle	Camillus	....	2.07	2.07	.....	.....

489....	Tully	Tully	....	3.65	4.44	.....	.....
		Fabius	....	0.79			
553....	Fly	DeWitt	....	2.33	2.33	.....	.....
554....	Fabius	Fabius	....	4.91	4.91	.....	.....
555*...	East Syracuse—Chittenango	DeWitt	....	0.65	7.79	.....	.....
		Manlius	....	7.14			
556....	Manlius—Chittenango	Manlius	....	3.22	3.22	.....	.....
557....	Vesper—South Onondaga	Otisco	....	6.19	6.19	.....	.....
655....	Jordan—Cross Lake	Elbridge	....	1.78	1.78	.....	.....
669....	Jamesville—Pompey	Pompey	....	3.99	5.97	.....	.....
		La Fayette	....	1.33			
		DeWitt	....	0.65			
670....	Syracuse—Cold Spring	Salina	....	3.42	.....	.....	3.42
671....	Baldwinsville—Cold Spring	Lysander....Baldwinsville	0.58	4.31	4.31	.....	.....
672....	Syracuse—Bridgeport	Salina	....	1.87	.....	7.58	.....
		DeWitt	....	3.52			
		Manlius	....	2.19			
896....	Eastwood Village—East Syracuse Village	De Witt....Eastwood	0.91	2.43	2.43	.....	.....
		De Witt....E. Syracuse	1.38				
897....	Skaneateles—Camillus	Elbridge	....	2.51	4.24	.....	.....
		Camillus	....	1.73			
961....	Elbridge Village: South Street	Elbridge	0.19	0.19	0.19	.....	.....
971.....	Marietta—Marcellus	Marcellus.....Marcellus	1.37	7.68	.....	7.68	.....
1039....	Baldwinsville—Cicero	Lysander.....Baldwinsville	0.48	2.75	11.11	.....	.....
		Clay	....	7.63			
		Cicero	....	0.73			
1040....	Camillus Village	Camillus	0.49	0.49	0.49	.....	.....
1041....	Skaneateles—Borodino—Marietta	Spafford	....	6.07	.....	6.07	.....
1042....	Skaneateles—Camillus, Part 1	Skaneateles....Skaneateles	0.33	4.24	4.24	.....	.....
1043....	Fabius Village	Fabius	1.31	1.31	.....	1.31	.....

*0.85 mile built as county highway on State Route No. 6.

ONONDAGA COUNTY—(*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
1044....	East Syracuse Village: Hartwell Avenue.....	Dewittville.....	0.79	1.02	1.02	.....	.....
1068....	Niles—Mandana.....	Skaneateles.....	....	3.12	.....	.....	3.12
1069....	Onondaga Valley.....	Onondaga.....	....	0.32	0.32	.....	.....
1070....	Vesper—Tully.....	Tully.....Tully	0.41	1.68	.....	1.68	.....
1071....	Amber Hamlet.....	Otisco.....	....	1.99	.....	1.99	.....
1072....	South Bay—Bridgeport—Syracuse.....	Cicero.....	....	8.85	.....	.....	8.85
1073....	Manlius Center—Manlius.....	Manlius..... Fayettville	0.90	4.85	.....	.....	4.85
		Manlius...	1.19				
1074....	Eastwood Village: Burnet Avenue.....	Dewitt..... Eastwood..	1.24	2.03	.....	.....	2.03
		E. Syracuse	0.41				
1145....	Syracuse City: Englewood Avenue.....	Syracuse City.....	0.76	0.76	.....	.....	0.76
			13.06	158.06	108.72	26.31	23.03
		STATE HIGHWAYS.					
5016....	Camillus—Fairmount.....	Camillus.....	....	3.09	3.09	.....	.....
5080....	Elbridge State Highways—Camillus, Part 1.....	Elbridge.....Elbridge	1.75	3.02	3.02	.....	.....
5143....	Elbridge—Camillus, Part 2.....	Elbridge.....	....	1.78	5.03	.....	.....
		Camillus.....Camillus	0.24	3.25			
5249....	Cicero—Brewerton.....	Cicero.....	....	4.84	4.84	.....	.....
5274....	Phœnix—Syracuse.....	Clay.....	....	6.52	10.49	.....	.....
		Salina.....Liverpool	1.05	3.97			
5318....	Camillus—Fairmount, Part 1.....	Camillus.....Camillus	0.35	1.20	1.20	.....	.....
5365....	Syracuse—Lafayette.....	Onondaga	....	2.56	6.87	.....	.....
		Lafayette.....	....	2.70			
		Indian Reservation	....	1.61			
5396....	Solvay Village: Genesee Street.....	Geddes.....	0.46	0.69	.....	.....	0.69
			3.85	35.23	34.54		0.69

ONTARIO COUNTY.

COUNTY HIGHWAYS.

146....	Geneva—Canandaigua, Sec. 1	Seneca	....	5.62	5.62	.....	.....
187....	Bristol	Canandaigua	....	1.72	1.72	.....	.....
188....	Bristol Valley	East Bloomfield	....	4.45	4.83	.....	.....
		Bristol	....	0.38			
189....	East Side Lake, Sec. 2	Canandaigua	....	1.29	1.29	.....	.....
190....	East Side Lake, Sec. 1	Gorham	....	2.37	2.37	.....	.....
191....	Honeoye—Hemlock	Richmond	....	4.55	4.55	.....	.....
203 ..	Gorham—Stanley	Gorham	....	2.20	2.20	.....	.....
204. ..	Naples—Atlanta	Naples	....	0.59	0.59	.....	.....
205. ..	Naples—Woodville	Naples	....	3.26	3.45	.....	.....
		South Bristol	....	0.19			
206.. .	Reeds Corners	Hopewell	....	0.16	2.22	.....	.....
		Gorham	....	2.06			
207....	Geneva—Canandaigua, Sec. 2	Hopewell	....	5.98	6.21	.....	.....
		Canandaigua	....	0.23			
333....	Geneva—Canandaigua, Sec. 3	Geneva	....	1.09	1.09	.....	.....
334....	Lyons—Geneva	Geneva	....	1.37	1.69	.....	.....
		Phelps	....	0.32			
335....	Victor—Mendon, Sec. 1	Victor	....	5.20	5.20	.....	.....
396*...	Bristol Valley, Part 2	Bristol	....	6.68	.....	.....	6.68
404*...	Bristol Valley, Part 3	South Bristol	....	2.00	.....	.....	2.00
484....	Canandaigua—Victor	Canandaigua	....	3.41	6.79	.....	.....
		Farmington	....	3.38			
485....	West Bloomfield—Honeoye Falls	West Bloomfield	....	3.76	3.76	.....	.....
607....	Manchester—Clifton Springs	Manchester	....	4.35	4.35	.....	.....
608....	Phelps—Clifton Springs	Phelps	....	2.21	2.21	.....	.....

* Designated by the Commission as State system.

ONTARIO COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
635....	Geneva—Halls Corners	Seneca	....	5.04	5.04	.....	.....
636....	Stanley—Geneva	Seneca	....	3.16	3.16	.....	.....
637....	Manchester—Victor	Farmington	....	5.12	5.12	.....	.....
638....	Geneva	Geneva	....	1.02	1.02	.....	.....
639....	Cheshire—McJannetts Hill	Canandaigua	....	7.04	7.04	.....	.....
662....	Gorham—Rushville	Gorham	....	6.82	.....	.....	6.82
1139....	Clifton Springs Village: Kendall and East Main Streets	Manchester	1.38	0.82	.....	.....	1.38
		Phelps		0.56			
			1.38	98.40	81.52		16.88
		STATE HIGHWAYS.					
5015....	Canandaigua Village	Canandaigua	1.19	1.19	1.19	.....	.....
5041....	Lima—East Bloomfield, Part 2	West Bloomfield	....	2.40	2.40	.....	.....
5081....	Lima—East Bloomfield, Part 3	West Bloomfield	....	1.77	5.26	.....	.....
		East Bloomfield	....	3.49			
5252....	Geneva—Lyons, Part 2	Phelps	....	7.37	7.37	.....	.....
5323*...	Penn Yan—Halls Corners	Seneca	....	1.90	1.90	.....	.....
5386....	Canandaigua Village: West Avenue	Canandaigua	0.91	0.91	.....	0.91	.....
5397....	Naples Village: Main Street	Naples	1.74	1.74	.....	1.74	.....
			3.84	20.77	18.12	2.65	
		ORANGE COUNTY.					
		COUNTY HIGHWAYS.					
42....	Newburgh—Woodbury	New Windsor	....	2.95	11.00	.....	.....
		Cornwall	....	6.26			
		Woodbury	....	1.79			

43....	Cochecton Turnpike, Sec. 2	Newburgh	....	2.23	7.55	.....	.....
		Montgomery	....	5.32			
44....	Goshen—Florida	Goshen	....	3.76	4.22	.....	.....
		Warwick	....	0.46			
45....	Middletown—Pine Bush, Sec. 1	Crawford	....	6.41	9.25	.....	.....
		Wallkill	....	2.84			
46....	Turners—Monroe	Monroe	....	1.52	1.52	.....	.....
84....	Walden—Scotts Corners	Montgomery	....	1.84	1.84	.....	.....
65....	Montgomery—Goshen	Montgomery	....	1.42	7.95	.....	.....
		Hamptonburg	....	5.10			
		Goshen	....	1.43			
93....	Florida—Warwick	Warwick	....	4.67	4.67	.....	.....
95....	Middletown—Goshen	Wawayanda	....	1.53	5.76	.....	.....
		Wallkill	....	0.32			
		Goshen	....	3.91			
113....	Cochecton Turnpike, Sec. 1	Newburgh	....	2.29	2.29	.....	.....
114....	Middletown—Pine Bush, Sec. 2	Wallkill	....	1.21	1.21	.....	.....
115....	Central Valley—Turner, Sec. 1	Woodbury	....	2.19	2.62	.....	.....
		Monroe	....	0.43			
153....	Newburgh—Campbell Hall	Newburgh	....	0.71	13.38	.....	.....
		New Windsor	....	8.21			
		Hamptonburg	....	4.46			
154....	Chester—Vails Gate	Chester	....	1.10	11.49	.....	.....
		Blooming Grove	....	6.70			
		Cornwall	....	2.96			
		New Windsor	....	0.73			

* Part in Yates county.

ORANGE COUNTY — (*Continued*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
156....	Chester—Goshen	Chester	....	0.49	3.10	.....	.....
		Goshen	....	2.61			
157....	Woodbury—Central Valley	Woodbury	....	3.48	3.48	.....	.....
159....	Middletown—Slate Hill	Wawayanda	....	3.49	3.49	.....	.....
160....	Slate Hill—Unionville	Wawayanda	....	2.17	8.38	.....	.....
		Minisink	....	6.21			
161....	Newburgh—Shawangunk	Newburgh	....	8.61	8.61	.....	.....
282....	Greenville—Slate Hill	Greenville	....	3.40	7.13	.....	.....
		Wawayanda	....	3.73			
283....	Greenville—Port Jervis	Greenville	....	3.00	5.11	.....	.....
		Deer Park	....	2.11			
312....	Middletown—Cuddebackville, Sec. 1	Wallkill	....	2.56	4.40	.....	.....
		Mt. Hope	....	1.84			
313....	Middletown—Cuddebackville, Sec. 2	Mt. Hope	....	3.03	5.18	.....	.....
		Deer Park	....	2.15			
313A...	Middletown—Cuddebackville, Part 2	Mt. Hope	....	0.55	1.00	.....	.....
		Deer Park	....	0.45			
382....	Walden—Pine Bush	Montgomery	....	3.07	6.57	.....	.....
		Crawford	....	3.50			
411†...	West Point—Cornwall	Highland	....	0.99	.....	2.47	.....
		Cornwall	....	1.48			
412....	Port Jervis—Sullivan Co. Line, Sec. 1	Deer Park	....	5.74	5.74	.....	.....
413....	Highland Mills—Monroe	Woodbury	....	1.89	3.27	.....	.....
		Monroe	....	1.38			
414....	Scotts Corners—Burnside	Montgomery	....	3.89	5.54	.....	.....
		Hamptonburg	....	1.65			

415....	Newburgh—Cornwall	New Windsor	....	1.69	3.37	.....	.....
		Cornwall	....	1.68			
416....	Rockland Co. Line—Tuxedo	Tuxedo	....	5.89	5.89	.....	.....
447‡...	Warwick—Greenwood Lake	Warwick	....	5.86	5.86	.....	.....
448....	Port Jervis—Sullivan Co. Line, Part 2	Deer Park	....	3.66	.....	.....	3.66
449....	Burnside—Washingtonville	Hamptonburg	....	1.96	.....	.....	3.19
		Blooming Grove	....	1.23			
499....	Middletown—Montgomery	Wallkill	....	6.82	.....	.....	9.03
		Montgomery	....	2.21			
500§.	Unionville—New Jersey Line	Minisink	....	0.30	.....	.....	4.75
	New Hampton—Denton	Wawayanda	....	0.66			
	Greenwood Lake—Tuxedo Road	Warwick	....	3.62			
		Tuxedo	....	0.17			
501....	Goshen—Middletown	Goshen	....	2.72	.....	.....	5.25
		Wawayanda	....	1.55			
		Wallkill	....	0.98			
576....	Montgomery—Bullville	Montgomery	....	2.92	.....	.....	7.51
		Crawford	....	4.59			
600‡**.	Monroe—Chester	Chester	....	2.73	.....	.....	3.55
		Blooming Grove	....	0.82			
605*...	Highland Lake—Fort Montgomery	Highland	....	2.04	.....	.....	2.04
739¶...	Turner	Monroe	....	0.98	.....	.....	0.98
				213.30	170.87	2.47	39.96

† Contract awarded but injunction prevented construction.
‡ Part not indicated on map approved by Legislature.
§ Original plans 5.85 miles. Cedar Hill Cemetery—County Line (1.10 miles) constructed as part of State Highway No. 5176.
* Designated by the Commission as State System.
** Original plans, 5.06 miles; 1.51 miles constructed as State Highway No. 5144.
¶ 0.66 mile designated by the Commission as State system.

ORANGE COUNTY — (*Concluded*).

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5007....	Newburgh—Cedar Hill Cemetery	Newburgh	...	3.28	3.28	.....	.....
5144....	Monroe—Oxford	Monroe.....Monroe	1.80	2.26	3.31	.....	.....
		Blooming Grove.....	....	1.05			
5176‡...	Marlboro—County Line	Newburgh.....	....	1.10	1.10	.....	.....
5210....	Middletown—Bloomingburg	Wallkill.....	....	6.78	.....	6.78	.....
5297....	Oxford—Chester	Blooming Grove.....	....	0.76	3.94	.....	.....
		Chester.....Chester	1.11	3.18			
5328....	West Point—Central Valley	Highland....Highland Falls	0.66	6.94	.....	11.20	.....
		Woodbury.....	....	4.26			
			3.57	29.61	11.63	17.98	

ORLEANS COUNTY.

COUNTY HIGHWAYS.

386....	Five Corners—Kuckville, Sec. 1	Gaines.....	....	3.47	3.47	.....	.....
387....	Five Corners—Kuckville, Sec. 2	Carlton.....	....	5.80	5.80	.....	.....
388....	Kendalls Corners	Kendall.....	....	3.42	3.42	.....	.....
389....	Maple Ridge, Sec. 1	Shelby.....	....	3.07	3.07	.....	.....
390....	Maple Ridge, Sec. 2	Shelby.....	....	2.80	2.80	.....	.....
391....	Clarendon—Holley, Sec. 1	Clarendon.....	....	4.54	4.54	.....	.....
392....	Oak Orchard, Sec. 1	Albion.....	....	1.50	3.34	.....	.....
		Barre.....	....	1.84			
393....	Oak Orchard, Part 2	Gaines.....	....	3.61	3.61	.....	.....
394....	Oak Orchard, Part 3	Carlton.....	....	3.24	3.24	.....	.....
395....	Medina—Alabama	Shelby.....	....	5.40	5.40	.....	.....

794....	Huntington—Amityville.....	Huntington.....	....	10.14	10.14	.....	.....
846....	Sag Harbor—Easthampton.....	Easthampton.....	....	5.30	5.30	.....	.....
910....	Shelter Island.....	Shelter Island.....	....	3.81	3.81	.....	.....
911....	Sag Harbor—North Haven.....	Southampton.....	....	3.01	3.01	.....	.....
912....	Port Jefferson—Coram.....	Brookhaven.....	....	6.69	6.69	.....	.....
1018....	Coram—Patchogue.....	Brookhaven.....	....	6.79	6.79	.....	.....
1048....	Smithtown—Fort Salonga, Part 1.....	Smithtown.....	....	3.87	3.87	.....	.....
				55.20	55.20		

STATE HIGHWAYS.

5008....	Jericho Turnpike.....	Huntington.....	....	3.56	3.56	.....	.....
5111 †	Jericho Turnpike, Part 2.....	Huntington.....	....	5.02	5.02	.....	.....
5112 ..	Jericho Turnpike, Part 3.....	Huntington.....	....	0.39	4.99	.....	.....
		Smithtown.....	....	4.60			
5232‡...	Smithtown—Port Jefferson.....	Smithtown.....	....	5.60	.....	.....	11.59
		Brookhaven.....	....	5.99			
5299....	Babylon Village.....	Babylon.....	1.32	1.32	1.32	.....	.....
5300....	Amityville Village.....	Babylon.....	1.04	1.04	1.04	.....	.....
5301§...	Bay Shore—Brookhaven Town Line.....	Islip.....	....	12.92	.....	.....	12.92
			2.36	20.44	15.93		24.51

SULLIVAN COUNTY.

COUNTY HIGHWAYS

699....	Liberty—Jeffersonville, Sec. 1.....	Liberty.....	....	6.57	6.57	.....	.....
700....	Liberty—Jeffersonville, Sec. 2.....	Callicoon.....	....	5.15	5.15	.....	.....

¶ Original plans, 17.09 miles. Contract cancelled and 6.99 miles awarded as 5253A.
* All work done except H. O. top. Work accepted.
† Combined as one contract
‡ Contract cancelled. No work done.
§ Contract cancelled. 1 per cent work done.

SULLIVAN COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
795....	Jeffersonville—Kenosa Lake—Fosterdale.....	Delaware.....	....	5.26	6.20	.....	.....
		Cochecton.....	....	0.94			
823....	Falls Mills—Callicoon.....	Delaware.....	....	4.82	4.82	.....	.....
824....	Stone Bridge—Falls Mills.....	Delaware.....	....	3.34	3.34	.....	.....
890....	Monticello—Mongaup Valley.....	Thompson.....	....	4.35	4.35	.....	.....
986*...	Fosterdale—Mongaup Valley.....	Cochecton.....	....	2.56	.....	.....	10.95
		Bethel.....	....	8.39			
				41.38	30.43		10.95

STATE HIGHWAYS.

5035....	Monticello—Liberty, Part 1.....	Thompson.....	....	2.48	2.48	.....	.....
5223....	Liberty—County Line, Part 1.....	Liberty.....	....	5.52	.....	8.54	.....
		Rockland.....	....	3.02			
5234....	Liberty—County Line, Part 2.....	Rockland.....	....	8.51	.....	8.51	.....
5296....	Liberty Village.....	Liberty.....	1.37	1.37	.....	1.37	.....
5322....	Monticello—Liberty, Part 2.....	Thompson.....	....	4.16	8.45	.....	.....
		Liberty.....	....	4.29			
			1.37	29.35	10.93	18.42	

TIOGA COUNTY.

COUNTY HIGHWAYS.

845....	Spencer—Candor, Part 1.....	Spencer.....	....	4.01	4.01	.....	.....
927....	Owego—Newark Valley.....	Owego.....	....	5.16	7.39	.....	.....
		Newark Valley.....	....	2.23			
1076....	Newark Valley—Berkshire, Part 2.....	Berkshire.....	....	4.31	.....	.....	4.31

		STATE HIGHWAYS.					
5044....	Mexico—Union Square, Part 1.....	Mexico.....Mexico	1.48	3.50	3.50	.....	.....
5082....	Mexico—Union Square, Part 2.....	Mexico.....	....	2.92	2.92	.....	.....
5083....	Union Square—Pulaski, Part 1.....	Mexico.....	....	1.16	2.61	.....	.....
		Richland.....	....	1.45			
5171....	Southwest Oswego—Fruit Valley.....	Oswego.....	....	1.95	1.95	.....	.....
5221....	Union Square—Pulaski, Part 2.....	Richmond.....Pulaski	0.63	4.69	4.69	.....	.....
5250....	Central Square—Union Square, Part 1.....	Hastings...Central Square	1.11	7.00	7.00	.....	.....
5251....	Fulton—Three Rivers, Part 1.....	Fulton City	0.77	0.77	4.25	.....	.....
		Volney.....	....	3.48			
5275....	Pulaski—Sandy Creek.....	Richland.....Pulaski	1.39	2.45	.....	8.15	.....
		Sandy Creek..Sandy Creek	1.39	5.70			
5276....	Fulton—Three Rivers, Part 2.....	Schroeppel .....Phoenix	1.52	6.17	6.17	.....	.....
5382....	Fulton—Oswego.....	Fulton City.....	0.97	0.97	10.87	.....	.....
		Volney.....	....	5.66			
		Scriba.....	....	1.84			
		Oswego City.....	2.40	2.40			
5408....	Fulton City: East First Street.....	Fulton City.....	0.36	0.36	.....	.....	0.36
5415....	Central Square—Union Square, Part 2	Hastings.....	....	0.89	.....	.....	5.81
		Mexico.....	....	4.92			
			12.02	58.28	43.96	8.15	6.17
		OTSEGO COUNTY.					
		COUNTY HIGHWAYS.					
162....	Oneonta.....	Oneonta.....	....	1.39	1.39	.....	.....
219....	Richfield Springs—Cherry Valley.....	Richfield.....	....	0.68	0.68	.....	.....
220....	Worcester.....	Worcester.....	....	0.98	0.98	.....	.....
221....	Edmeston.....	Edmeston.....	....	0.50	0.50	.....	.....

* Designated by the Commission as State system.
† Contract cancelled.

OTSEGO COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
314....	Gilbertsville—Mt. Upton	Butternuts	....	4.37	4.37	.....	.....
315....	Morris—Gilbertsville, Sec. 1	Morris	....	3.54	3.54	.....	.....
316....	Colliersville—Emmons	Oneonta	....	1.26	1.26	.....	.....
317....	Shady Side—Otego	Oneonta	....	2.73	2.73	.....	.....
318....	Colliersville—Milford Center	Milford	....	2.03	2.03	.....	.....
319....	Schenevus—Maryland	Maryland	....	3.66	3.66	.....	.....
674....	Milford Center—Milford	Milford	....	6.23	6.52	.....	.....
		Middlefield	....	0.29			
675....	Otego—Oneonta	Otego	....	3.34	3.99	.....	.....
		Oneonta.....Oneonta	0.28	0.65			
676....	Otego—Wilseys Corners	Otego	....	2.05	2.05	.....	.....
677....	Edmeston—West Burlington—Kelseys Corners	Edmeston	....	2.20	4.00	.....	.....
		Burlington	....	1.80			
678....	Morris—Gilbertsville, Sec. 2	Butternuts	....	2.64	2.64	.....	.....
708....	Sidney—Unadilla	Unadilla	....	4.68	4.68	.....	.....
781....	Gilbertsville Village	Butternuts	0.80	0.80	0.80	.....	.....
782....	Otego Village	Otego	0.41	0.41	0.41	.....	.....
783....	Milford Village	Milford	0.68	0.68	0.68	.....	.....
784....	Cooperstown—Three Mile Point	Otsego	....	3.12	3.12	.....	.....
785†...	Richfield Springs—Schuyler Lake	Exeter	....	1.72	.....	.....	1.72
786....	Cherry Valley—Roseboom	Cherry Valley	....	2.43	3.76	.....	.....
		Roseboom	....	1.33			
787....	East End	Oneonta City	0.47	0.47	0.47	.....	.....
833....	West Exeter—West Winfield	Exeter	....	0.30	5.44	.....	.....
		Plainfield	....	5.14			

934....	East Springfield—Cherry Valley	Springfield		....	1.39	4.88	.....	.....
		Cherry Valley	Cherry Valley	0.52	3.49			
935....	Schenevus—Westford, Part 1	Maryland		....	3.83	3.83	.....	.....
936....	Schenevus—Westford, Part 2	Westford		....	4.15	4.15	.....	.....
987....	Kelseys Corners—West Exeter	Burlington		....	5.00	.....	6.38	.....
		Plainfield		....	0.12			
		Exeter		....	1.26			
1147....	Schenevus Village: Elk Street	Maryland		0.20	0.20	.....	.....	0.20
				3.36	80.86	72.56	6.38	1.92
		STATE HIGHWAYS.						
5037....	Richfield Springs—Schuyler Lake	Richfield		....	3.27	3.51	.....	.....
		Exeter		....	0.24			
5138....	Oneonta—Colliers, Part 4	Milford		....	1.36	1.36	.....	.....
5153....	Wells Bridge—Otego	Unadilla		....	0.23	4.61	.....	.....
		Otego	Otego	1.31	4.38			
5202....	Unadilla Village	Unadilla		1.93	1.93	1.93	.....	.....
5229....	Unadilla—Wells Bridge	Unadilla		....	4.78	.....	.....	4.78
5240....	Colliers—Maryland	Milford		....	1.48	.....	5.69	.....
		Maryland		....	4.21			
5247....	Schenevus—Schoharie County Line	Maryland	Schenevus	0.99	3.14	.....	12.20	.....
		Worcester		....	9.06			
				4.23	34.08	11.41	17.89	4.78

† Designated by the Commission as State system. Original plans 5.23 miles, 3.51 miles constructed as State Highway No. 5037.

PUTNAM COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
569	Baldwin Place—Mahopac	Carmel	....	5.90	5.90	.....	.....
570	Carmel—Kent	Carmel	....	1.33	5.02	.....	.....
		Kent	....	3.69			
585	Towners Corners—County Line	Patterson	....	4.25	4.25	.....	.....
798	Kent—Towner	Patterson	....	2.78	2.78	.....	.....
909	Brewster—Carmel	Southeast	....	3.02	4.56	.....	.....
		Carmel	....	1.54			
974	Putnam Valley—Tompkins Corners	Putnam Valley	....	6.42	6.42	.....	.....
				28.93	28.93		

STATE HIGHWAYS.

5006	Croton Falls—Brewster	Southeast	....	1.80	1.80	.....	.....
5098	Brewster Village	Southeast	1.14	1.14	1.14	.....	.....
5147*	Peekskill—Fishkill, Part 1	Phillipstown	....	1.74	1.74	.....	.....
5149	Peekskill—Fishkill, Part 4	Phillipstown	....	4.17	4.17	.....	.....
5156	Peekskill—Fishkill, Part 3	Phillipstown	....	4.36	4.36	.....	.....
5203	Brewster—Patterson	Southeast	....	4.62	9.80	.....	.....
		Patterson	....	5.18			
5387	Fishkill—Peekskill, Part 2	Phillipstown	....	2.38	.....	2.38	.....
			1.14	25.39	23.01	2.38	

RENSSELAER COUNTY.

COUNTY HIGHWAYS.

10....	Troy—Brunswick, Sec. 1	Brunswick	....	1.00	1.00	.....	.....
11....	Troy—Greenbush, Sec. 1	North Greenbush	....	1.03	1.03	.....	.....
25....	Troy—Brunswick, Sec. 2	Brunswick	....	3.05	3.05	.....	.....
26....	Troy—Greenbush, Sec. 2	North Greenbush	....	2.59	2.59	.....	.....
55....	Hoags Corners	Nassau	....	3.15	3.15	.....	.....
77....	Albia—Wynantskill	Brunswick	....	0.18	1.50	.....	.....
		North Greenbush	....	1.32			
84....	Troy—Brunswick, Sec. 3	Brunswick	....	2.46	2.46	.....	.....
102....	Barracks	East Greenbush	....	2.05	2.05	.....	.....
194....	Sand Lake—Troy	Sand Lake	....	1.47	1.49	.....	.....
		Poestenkill	....	0.02			
195....	Wynantskill—West Sand Lake	Sand Lake	....	1.16	4.01	.....	.....
		Poestenkill	....	0.64			
		North Greenbush	....	2.21			
196....	East Nassau	Nassau	....	3.02	3.02	.....	.....
197....	Brick Church—Rock Hollow	Brunswick	....	3.33	3.33	.....	.....
200....	Old Northern Turnpike	Hoosick	....	2.75	2.75	.....	.....
201....	Troy—Poestenkill	North Greenbush	....	0.75	3.60	.....	.....
		Poestenkill	....	2.85			
202....	Boston—Albany	East Greenbush	....	4.04	5.42	.....	.....
		Schodack	....	1.38			
227....	Brunswick Turnpike	Brunswick	....	3.10	3.10	.....	.....
284....	Averill Park—Crooked Lake	Sand Lake	....	3.61	3.61	.....	.....
285....	Nassau—Brainard	Nassau	....	3.65	3.65	.....	.....

*Part in Westchester county.

RENSSELAER COUNTY — (*Continued*).

Highway No.	Name of highway.	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
287....	Rensselaer—Best	North Greenbush	....	1.35	4.75	.....	.....
		East Greenbush	....	3.40			
288....	Troy—Sand Lake, Sec. 2	Poestenkill	....	3.40	3.72	.....	.....
		North Greenbush	....	0.32			
439....	East Nassau—Brainard	Nassau	....	3.78	3.78	.....	.....
477....	Valley Falls	Pittstown	....	4.82	6.43	.....	.....
		Schaghticoke	....	1.61			
478....	Haynersville—Raymertown	Brunswick	....	1.64	3.21	.....	.....
		Pittstown	....	1.57			
490....	Hoosick—North Hoosick	Hoosick	....	6.35	6.35	.....	.....
504....	Troy—Speigletown	Schaghticoke	....	1.69	1.69	.....	.....
536....	Schodack Center—Nassau	Schodack	....	5.19	5.19	.....	.....
571....	Spring Avenue, Troy—Poestenkill	Brunswick	....	2.44	2.61	.....	.....
		North Greenbush	....	0.17			
583....	Couse—Luther	East Greenbush	....	3.40	3.40	.....	.....
594*...	Rensselaer—DeFreestville	East Greenbush	....	2.06	.....	.....	2.06
631....	Eagle Mills—Clums Corners	Brunswick	....	2.25	2.25	.....	.....
659....	Brunswick Center—Lansingburg	Brunswick	....	5.07	5.07	.....	.....
679....	West Stephentown—Stephentown Center	Stephentown	....	4.14	4.14	.....	.....
680....	Stephentown Center—Massachusetts	Stephentown	....	3.92	3.92	.....	.....
765....	Wynantskill—DeFreestville—Winter Street	North Greenbush	....	4.10	4.10	.....	.....
949....	Nassau Village	Nassau	0.29	0.29	0.29	.....	.....
980....	Speigletown—Melrose	Schaghticoke	....	2.55	.....	2.55	.....
981....	De Freestville—Couse	East Greenbush	....	3.14	.....	3.14	.....
1049....	Troy City: Pawling Avenue	Troy City	0.51	0.51	0.51	.....	.....

1050....	Troy City: Oil Mill Hill	Troy City	1.58	1.58	1.58	.....	.....
1115....	Castleton—Rensselaer, Part 2	East Greenbush	....	2.74	.....	3.71	.....
		Rensselaer City	0.97	0.97			
1116....	Castleton—Rensselaer, Part 1	Schodack.....Castleton	1.16	4.51	.....	4.51	.....
1119....	Troy City: Spring Avenue	Troy City	1.77	1.77	.....	1.77	.....
1120‡...	Troy City: Winter Street	Troy City	0.34	0.34	.....	.....	0.34
1121....	Rensselaer City: Washington Avenue	Rensselaer City	1.65	1.65	.....	1.65	.....
1122....	West Stephentown—Alps	Nassau	....	2.70	.....	2.70	.....
1123....	Troy City: Leversee Road	Troy City	0.13	0.13	.....	0.51	.....
		Brunswick	....	0.34			
		Schaghticoke	....	0.04			
1154....	Spring Avenue, Troy—Poestenkill, Part 2	Poestenkill	....	0.88	.....	.....	0.88
			8.40	137.62	113.80	20.54	3.28

STATE HIGHWAYS.

5029....	Schodack—Valatie, Part 2	Schodack	....	2.70	2.70	.....	.....
5040....	Hoosick Falls Village	Hoosick	1.57	1.57	1.57	.....	.....
5084....	Schodack—Valatie, Part 3	Schodack	....	2.90	2.90	.....	.....
5107....	Rensselaer City	Rensselaer City	0.40	0.40	0.40	.....	.....
5108....	Brainard Station	Nassau	....	0.05	0.40	.....	.....
		Stephentown	....	0.35			
5163....	Nassau Village	Nassau	0.41	0.41	0.41	.....	.....
5196....	De Freestville—South	North Greenbush	....	0.47	0.67	.....	.....
		East Greenbush	....	0.20			
5222....	Cropseyville—Grafton	Brunswick	....	1.46	5.93	.....	.....
		Grafton	....	4.47			

* Designated by the Commission as State system. 0.67 mile constructed as State Highway No. 5196.
‡ Injunction prevents award.

RENSSELAER COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5278....	West Sand Lake—Averill Park.....	Sand Lake.....	....	3.66	.....	3.66	.....
5310....	Troy City: Brunswick Turnpike	Troy City.....	0.95	0.95	0.95	.....	.....
5354....	Raymertown—Hoosick, Part 2.....	Hoosick.....	....	5.11	.....	5.11	.....
5393....	Troy City: Hoosick Street.....	Troy City.....	0.52	0.52	.....	0.52	.....
			3.85	25.22	15.93	9.29	

ROCKLAND COUNTY.

COUNTY HIGHWAYS.

90....	Grassy Point.....	Stony Point.....	....	2.83	2.83	.....	.....
91....	Nyack Turnpike.....	Ramapo.....	....	3.90	3.90	.....	.....
593....	Highland Lake—Tompkins Cove.....	Stony Point.....	....	5.88	5.88	.....	.....
689....	Spring Valley—Knapps Corners.....	Clarkstown.....	....	3.57	3.57	.....	.....
690....	Monsey—Egypt Corners.....	Ramapo.....	....	4.25	4.25	.....	.....
728....	State Line—Orangeburg.....	Orangetown.....	....	2.82	2.82	.....	.....
1019....	Spring Valley—Mount Ivy.....	Ramapo.....	....	4.47	4.47	.....	.....
				27.72	27.72		

STATE HIGHWAYS.

5002....	Congers—Long Clove.....	Clarkstown.....	....	1.61	1.61	.....	.....
5165....	Long Clove—Haverstraw.....	Haverstraw....Haverstraw	1.94	1.94	2.16	.....	.....
		Clarkstown.....	....	0.22			
5178....	Knapps Corners—Nyack.....	Clarkstown.....	....	2.20	2.20	.....	.....

5388†	Spring Valley Vil: Suffern Vil: Hilburn Village.	Ramapo	Spring Valley.	0.99	3.58	.....	.....	3.58
			Suffern.....	1.45				
			Hilburn.....	1.14				
5389†	Haverstraw—West Haverstraw.....	Haverstraw	Haverstraw..	0.95	1.58	.....	.....	1.58
			W. Hav'straw	0.63				
				7.10	11.13	5.97		5.16

SARATOGA COUNTY.

COUNTY HIGHWAYS.

39....	Waterford, Sec. 1	Half Moon.....	....	1.51	1.51	.....	.....
58....	Glens Falls—Saratoga, Sec. 1.....	Moreau.....	....	6.06	6.06	.....	.....
59....	Waterford, Sec. 2.....	Half Moon.....	....	5.03	5.03	.....	.....
240....	Waterford—Cohoes.....	Waterford.....	....	1.00	1.00	.....	.....
241....	Saratoga—Ballston.....	Saratoga Springs.....	....	3.67	4.36	.....	.....
		Milton.....	....	0.69			
242....	Saratoga—Glens Falls, Sec. 2.....	Wilton.....	....	1.25	1.25	.....	.....
243....	Mechanicville—Stillwater.....	Stillwater.....	....	1.84	1.84	.....	.....
244....	Saratoga—Schuylerville.....	Saratoga.....	....	6.01	6.01	.....	.....
340....	Saratoga—Corinth.....	Greenfield.....	....	7.25	7.25	.....	.....
441....	Saratoga—Glens Falls, Secs. 4 & 5.....	Wilton.....	....	6.00	8.32	.....	.....
		Moreau.....	....	2.32			
442....	Saratoga—Gansevoort.....	Wilton.....	....	6.14	6.14	.....	.....
443....	Saratoga—Greenfield—Schuylerville—Glens Falls	Saratoga Springs.....	....	5.56	6.28	.....	.....
		Greenfield.....	....	0.72			
610....	Mechanicville—Malta.....	Stillwater.....	....	3.74	7.42	.....	.....
		Malta.....	....	3.68			
611....	Malta—Saratoga.....	Malta.....	....	4.38	6.64	.....	.....
		Saratoga Springs.....	....	2.26			

† All bids rejected.

SARATOGA COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
741....	Saratoga—Corinth, Part 2.....	Corinth.....	....	4.06	4.06	.....	.....
815....	Corinth—Hadley.....	Corinth.....Corinth	0.79	3.20	6.22	.....	.....
		Hadley.....	....	3.02			
816....	Galway—West Galway.....	Galway.....	....	4.03	.....	.....	4.03
817....	Scotch Church—Blue Corners.....	Charlton.....	....	3.58	.....	.....	3.58
818*...	Ballston Town Line—Scotch Church.....	Charlton.....	....	5.23	.....	.....	5.23
819**..	Ballston—Charlton Town Line.....	Milton.....	....	1.55	.....	.....	4.95
		Ballston.....	....	3.40			
842....	Waterford, Part 1.....	Waterford.....	....	0.27	0.27	.....	.....
1117....	Rexford Flats—Wait Corners—Groom Corners..	Clifton Park.....	....	6.12	.....	.....	6.12
1143....	Saratoga Springs Village: South Broadway and Maple Avenue.....	Saratoga Springs.....	1.30	1.30	.....	.....	1.30
			2.09	104.87	79.66		25.21
		STATE HIGHWAYS.					
5062....	Ballston—Ballston Lake, Part 1.....	Milton.....	....	0.77	2.74	.....	.....
		Ballston.....Ballston	1.20	1.97			
5085....	Ballston—Ballston Lake, Part 2.....	Ballston.....	....	4.52	4.52	.....	.....
5205....	Stillwater—Schuylerville, Part 1.....	Stillwater.....	....	5.38	5.38	.....	.....
5230....	Stillwater—Schuylerville, Part 2.....	Saratoga.....Victory Mills	1.11	7.52	.....	7.52	.....
5277....	Schuylerville Village.....	Saratoga.....	1.03	1.03	1.03	.....	.....
5281....	Ballston Lake—High Mills.....	Ballston.....	....	1.77	1.77	.....	.....
5313....	Stillwater Village.....	Stillwater.....	1.30	1.30	1.30	.....	.....
			4.64	24.26	16.74	7.52	

SCHENECTADY COUNTY.

COUNTY HIGHWAYS.

1....	Troy—Schenectady, Sec. 1.....	Niskayuna....Schenectady	0.60	2.00	2.00	.....	.....
73....	Quaker Street, Sec. 1.....	Duanesburg.....	....	1.18	1.18	.....	.....
105....	Quaker Street, Sec. 2.....	Duanesburg.....	....	0.35	0.35	.....	.....
106....	Quaker Street, Sec. 3.....	Duanesburg.....	....	0.13	0.13	.....	.....
163....	Broadway—Fort Hunter.....	Rotterdam.....	....	1.71	1.71	.....	.....
179....	Schenectady—Albany.....	Rotterdam.....	....	1.18	2.35	.....	.....
		Niskayuna.....	....	1.17			
407....	Troy—Schenectady, Sec. 2.....	Niskayuna.....	....	3.03	3.03	.....	.....
577....	Schenectady—Guilderland.....	Rotterdam.....	....	7.10	7.10	.....	.....
640....	Rotterdam Junction—Pattersonville.....	Rotterdam.....	....	3.78	3.96	.....	.....
		Princetown.....	....	0.18			
641....	Schenectady—Rotterdam Junction.....	Rotterdam.....	....	4.76	4.76	.....	.....
788....	South Schenectady—Mariaville.....	Rotterdam.....	....	5.09	7.32	.....	.....
		Princetown.....	....	2.23			
789....	Mariaville—Montgomery County Line.....	Duanesburg.....	....	5.75	5.75	.....	.....
793....	Schenectady—Vischers Ferry.....	Niskayuna.....	....	2.34	2.34	.....	.....
880....	Schenectady—Duanesburg, Part 1.....	Rotterdam.....	....	2.79	2.79	.....	.....
1028....	Esperance—Esperance Station.....	Duanesburg.....	....	1.37	1.37	.....	.....
1029....	Central Bridge—Quaker Street, Part 2.....	Duanesburg.....	....	4.16	4.16	.....	.....
			0.60	50.30	50.30		

STATE HIGHWAYS.

5030....	Scotia—Wyatts.....	Glenville.....	....	2.09	2.09	.....	.....
5110....	Wyatts—Hoffman.....	Glenville.....	....	5.31	5.31	.....	.....

* 4.58 miles designated by the Commission as State System.
** 3.12 miles designated by the Commission as State System.

WESTCHESTER COUNTY — (*Continued*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
54....	Briar Cliff Manor—Echo Lake.....	Ossining.Briar Cliff Manor	1.31	2.10	2.65	.....	.....
		New Castle.....	....	0.55			
143....	Echo Lake—Pines Bridge.....	New Castle.....	....	2.54	3.14	.....	.....
		Yorktown.....	....	0.60			
144....	Bedford—Cross River.....	Bedford.....	....	4.55	5.30	.....	.....
		Poundridge.....	....	0.30			
		Lewisboro.....	....	0.45			
148....	Pines Bridge—Yorktown Heights.....	Yorktown.....	....	3.49	3.49	.....	.....
149....	Yorktown Heights—Putnam County Line.....	Yorktown.....	....	1.57	6.62	.....	.....
		Somers.....	....	5.05			
150....	Cross River—Turk Hill.....	Lewisboro.....	....	3.27	3.27	.....	.....
151....	Turk Hill—Putnam County Line.....	Lewisboro.....	....	0.39	5.99	.....	.....
		North Salem.....	....	5.60			
261....	Peekskill—Salem Center, Sec. 1.....	Somers.....	....	5.86	5.86	.....	.....
262....	Peekskill—Salem Center, Sec. 2.....	North Salem.....	....	4.66	4.66	.....	.....
331....	Peekskill—Salem Center, Sec. 3	Cortlandt.....	....	2.33	3.88	.....	.....
		Yorktown.....	....	1.55			
332....	Peekskill—Salem Center, Sec. 4.....	Yorktown.....	....	3.23	3.23	.....	.....
405....	Kitchawan—Croton Lake.....	Yorktown.....	....	2.25	2.25	.....	.....
503....	Tarrytown—White Plains—Rye.....	Greenburg.....Elmsford	1.61	4.02	7.32	.....	.....
		Harrison.....	....	3.30			
519....	Mt. Kisco—Pleasantville.....	New Castle.....	....	3.35	3.92	.....	.....
		Mt. Pleasant.....	....	0.57			
520....	Pleasantville—Pocantico Hills.....	Mt. Pleasant.....	....	3.55	3.55	.....	.....
587....	Mt. Kisco—Millwood.....	New Castle.....	....	4.39	4.39	.....	.....

STATE HIGHWAYS

5047....	Watkins—Montour Falls	Dix	....	1.27	1.64	.....	.....
		Montour....Montour Falls	1.03	0.37			
5160....	Montour Falls	Montour	1.39	1.56	1.56	.....	.....
5208‡...	Horseheads—Montour Falls	Montour	....	3.19	.....	3.19	.....
5295....	Watkins—Bennettsburg	Dix.....Watkins	1.14	1.14	.....	5.15	.....
		Hector.....Burdett.	1.26	4.01			
5334§...	Watkins—Yates County Line	Reading	....	7.17	.....	.....	7.17
5335....	Watkins Village—Franklin Street	Dix	....	1.08	.....	1.75	.....
		Reading	1.75	0.67			
			6.57	20.46	3.20	10.09	7.17

SENECA COUNTY.

COUNTY HIGHWAYS.

273....	Seneca River, North Side	Seneca Falls	....	1.30	1.30	.....	.....
320....	Reservation Road—Fayette	Seneca Falls	....	1.11	5.72	.....	.....
		Fayette	....	4.61			
321....	Reservation Road—Varick	Varick	....	4.31	4.31	.....	.....
322....	Reservation Road—Romulus	Romulus	....	2.45	.....	.....	2.45
323....	Reservation Road—Ovid	Ovid	....	2.88	3.86	.....	.....
		Lodi	....	0.98			
324....	Center Road—Fayette, Part 1	Fayette	....	3.19	3.19	.....	.....
325....	Center Road—Fayette, Part 2	Fayette	....	3.02	.....	.....	3.02
326....	Center Road—Varick	Varick	....	4.03	.....	4.03	.....

* Part in Albany county.
† Part in Delaware county.
‡ Part in Chemung county.
§ Part in Yates county. Contract cancelled. No work done.

SENECA COUNTY—(*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
944....	Seneca Falls Village.....	Seneca Falls.....	0.72	0.72	0.72	.....	.....
1128....	Tyrone Town Line—North Reading.....	Reading.....	....	1.04	.....	1.04	.....
			0.72	29.64	19.10	5.07	5.47
		STATE HIGHWAYS.					
5042†...	Auburn—Seneca Falls.....	Seneca Falls.....	....	1.10	.....	3.00	.....
		Tyre.....	....	1.90			
5087....	Geneva—Waterloo.....	Waterloo.....Waterloo	0.23	1.40	.....	5.91	.....
		Fayette.....	....	4.51			
5100....	Seneca Falls Village.....	Seneca Falls.....	2.29	3.41	3.41	.....	.....
5282....	Ovid—Romulus.....	Ovid.....Ovid	0.80	0.80	.....	6.88	.....
		Romulus.....	....	5.66			
		Varick.....	....	0.42			
			3.32	19.20	3.41	15.79	

ST. LAWRENCE COUNTY.

		COUNTY HIGHWAYS.					
521....	Massena—Waddington, Secs. 1 & 4.....	Louisville.....	....	8.00	8.62	.....	.....
		Massena.....	....	0.62			
732....	Ogdensburg—Canton, Sec. 1.....	Oswegatchie.....	....	4.17	8.79	.....	.....
		Lisbon.....	....	4.62			
733....	Ogdensburg—Canton, Sec. 2.....	Lisbon.....	....	2.69	8.02	.....	.....
		Canton.....	....	5.33			
734....	Potsdam—Parishville, Sec. 1.....	Potsdam.....	....	2.09	5.12	.....	.....
		Parishville.....	....	3.03			

735	Potsdam—Colton	Colton	....	1.14	7.90	.....	.....
		Pierrepont	....	5.11			
		Potsdam	....	1.65			
875	Elmdale—Gouverneur	Gouverneur	....	5.83	5.83	.....	.....
876	Brasie Corners—Elmdale	Macomb	....	3.82	3.82	.....	.....
878	Ogdensburg—Morristown	Oswegatchie	....	6.74	6.74	.....	.....
966	Madrid—Waddington, Part 2	Waddington	....	4.04	4.04	.....	.....
967	Norwood—Norfolk	Norfolk	....	3.30	3.30	.....	.....
968	Ogdensburg—Morristown, Part 2	Morristown.....Morristown	1.66	4.08	4.08	.....	.....
969	Morristown—Hammond, Part 1	Morristown	....	6.53	.....	6.53	.....
970	Morristown—Hammond, Part 2	Hammond.....Hammond	0.93	10.26	.....	10.26	.....
1031	Potsdam—Parishville, Part 2	Parishville	....	4.01	4.01	.....	.....
1032	Potsdam—Norwood	Potsdam.....Norwood	1.55	5.11	.....	5.38	.....
		Norfolk	....	0.27			
1033	Ogdensburg City	Ogdensburg City	1.00	1.00	1.00	.....	.....
1108	Potsdam Village	Potsdam	2.19	2.19	.....	2.19	.....
1125	Waddington Village	Waddington	1.24	1.24	.....	1.24	.....
1126	Canton—Pierrepont	Canton	....	5.47	.....	.....	7.88
		Pierrepont	....	2.41			
			8.57	104.75	71.27	25.60	7.88

STATE HIGHWAYS.

5032		Canton—Potsdam, Part 2	Potsdam	....	5.00	5.00	.....	.....
5115	*	Canton—Potsdam, Part 1	Potsdam	....	1.02	4.74	.....	.....
			Canton.....Canton	0.81	3.72			
5116		Canton—De Kalb	Canton .....Canton	0.56	5.45	5.45	.....	....

† Part in Cayuga county.
* Combined as one contract.

ST. LAWRENCE COUNTY—(*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5283	Gouverneur—De Kalb	Gouverneur	....	4.63	.....	18.91	.....
		De Kalb—Richville	1.06	12.58			
		Canton	....	1.70			
5284†	Nicholville—Moira	Lawrence	....	8.28	8.28	.....	.....
5285	Potsdam—Nicholville	Potsdam	....	2.39	.....	14.90	.....
		Parishville	....	1.40			
		Stockholm	....	4.61			
		Hopkinton	....	6.50			
5287	County Line—Gouverneur	Rossie	....	1.49	.....	5.99	.....
		Gouverneur	....	4.50			
5288	Ogdensburg City	Ogdensburg City	4.57	4.57	.....	4.57	.....
5308	Potsdam Village	Potsdam	2.25	2.51	2.51	.....	.....
5331	Gouverneur Village	Gouverneur	1.78	1.78	1.78	.....	.....
			11.03	72.13	27.76	44.37	

STEUBEN COUNTY.

COUNTY HIGHWAYS.

742	Big Flats—Gibson	Corning	....	4.33	4.33	.....	.....
754	Bath—Savona	Bath	....	1.46	1.46	.....	.....
850	Caton—Corning	Corning	....	3.17	6.14	.....	.....
		Caton	....	2.97			
903	Thurston—Campbell, Part 2	Campbell	....	2.07	2.07	.....	.....
904	Atlanta—North Cohocton	Cohocton	....	1.64	1.64	.....	.....
905	Troupsburg Center—South Troupsburg	Troupsburg	....	3.90	3.90	.....	.....

906....	Big Creek, Parts 1 and 2	Hornellsville	....	1.22	5.98	.....	.....
		Fremont	....	4.76			
907....	Big Creek, Part 4	Avoca	....	4.13	4.13	.....	.....
1000*...	Big Creek, Part 3	Howard	....	6.95	.....	.....	6.95
1101....	Risingville—Campbell	Thurston	....	5.22	.....	.....	5.22
1102....	Savona—Bradford	Bath	....	4.03	.....	.....	8.37
		Bradford	....	4.34			
1103....	Hartsville—Canisteo	Hartsville	....	4.92	.....	.....	5.57
		Canisteo	....	0.65			
1104....	Cohocton—Wayland	Cohocton.....Cohocton	1.52	3.44	.....	.....	7.47
		Wayland	....	4.03			
			1.52	63.23	29.65		33.58

STATE HIGHWAYS.

5026....	Corning—Painted Post	Corning	....	0.52	3.56	.....	.....
		Erwin.....Painted Post	0.54	3.04			
5094....	Painted Post—Addison, Part 2	Erwin	....	2.50	2.50	.....	.....
5130....	Hornell—Big Creek	Hornell City	0.15	0.15	1.16	.....	.....
		Hornellsville	....	1.01			
5204....	Bath—Avoca	Bath	....	3.48	6.37	.....	.....
		Avoca	....	2.89			
5211....	Painted Post—Campbell	Erwin	....	3.51	.....	8.04	.....
		Campbell.....Painted Post	0.45	4.53			
5212....	Hornell—Canisteo	Hornellsville	....	2.87	3.94	.....	.....
		Canisteo.....Canisteo	0.25	1.07			
5224....	Campbell—Bath	Campbell	....	3.19	9.43	.....	.....
		Bath.....Savona	2.11	6.24			

* Contract cancelled.
† Part in Franklin county.

STEUBEN COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5253¶	Jasper—Addison	Jasper	....	3.09	.....	.....	10.10
		Woodhull	....	2.67			
		Tuscarora	....	3.75			
		Addison	....	0.59			
5253A	Jasper—Addison	Woodhull ..... Woodhull	0.71	5.88	.....	6.99	.....
		Tuscarora	....	1.11			
5254	Hornell—Arkport	Hornellsville	....	3.92	3.92	.....	.....
5255*	Almond—Hornell	Hornellsville	....	3.85	3.85	.....	.....
5342	Hornell City: Cemetery Hill	Hornell City	0.61	0.61	0.61	.....	.....
5348	Canisteo—Jasper	Canisteo ..... Canisteo	0.69	7.57	.....	12.82	.....
		Jasper	....	5.25			
5349	Painted Post—Addison, Part 3	Erwin	....	1.92	.....	4.98	.....
		Addison ..... Addison	2.07	3.06			
5351	Avoca Village	Avoca	1.50	1.50	.....	1.50	.....
5352	Arkport—Dansville	Hornellsville	....	0.65	.....	10.39	.....
		Dansville	....	9.74			
5353	Hornell City: Canisteo Street	Hornell City	0.23	0.23	0.23	.....	.....
5401	Corning City: East Market and West Pultney Streets	Corning City	0.85	0.85	.....	0.85	.....
			10.16	91.24	35.57	45.57	10.10

SUFFOLK COUNTY.

COUNTY HIGHWAYS.

693	Amityville—Babylon	Babylon	....	3.82	3.82	.....	.....
694	Quogue—Riverhead	Southampton	....	7.69	7.69	.....	.....
743	Babylon—Bay Shore	Islip	....	4.08	4.08	.....	.....

794....	Huntington—Amityville	Huntington	....	10.14	10.14	.....	.....
846....	Sag Harbor—Easthampton	Easthampton	.. ..	5.30	5.30	.....	.....
910....	Shelter Island	Shelter Island	....	3.81	3.81	.....	.....
911....	Sag Harbor– North Haven	Southampton	...	3.01	3.01	.....	.....
912....	Port Jefferson—Coram	Brookhaven	....	6.69	6.69	.....	.....
1018....	Coram—Patchogue	Brookhaven	....	6.79	6.79	.....	.....
1048....	Smithtown—Fort Salonga, Part 1	Smithtown	....	3.87	3.87	.....	.....
				55.20	55 20		
		STATE HIGHWAYS.					
5008....	Jericho Turnpike	Huntington	....	3.56	3.56	.....	.....
5111 †	Jericho Turnpike, Part 2	Huntington	....	5.02	5.02	.....	.....
5112 ..	Jericho Turnpike, Part 3	Huntington	....	0 39	4.99	.....	.....
		Smithtown	....	4 60			
5232‡...	Smithtown—Port Jefferson	Smithtown	....	5.60	.....	.....	11.59
		Brookhaven	....	5.99			
5299....	Babylon Village	Babylon	1.32	1.32	1.32	.....	.....
5300....	Amityville Village	Babylon	1.04	1.04	1.04	.....	.....
5301§...	Bay Shore—Brookhaven Town Line	Islip	....	12.92	.....	.....	12.92
			2.36	20.44	15.93		24.51
		SULLIVAN COUNTY.					
		COUNTY HIGHWAYS					
699....	Liberty—Jeffersonville, Sec. 1	Liberty	....	6.57	6.57	.....	.....
700....	Liberty—Jeffersonville, Sec. 2	Callicoon	....	5.15	5.15	.....	.....

¶ (...es. Contract cancelled and 6.99 miles awarded as 5253A.
* (. O. top. Work accepted.
† (
‡ Contract cancelled. No work done.
§ Contract cancelled. 1 per cent work done.

APPENDIX D.

STATEMENT IN CONSECUTIVE NUMERICAL ORDER SHOWING STATE AND COUNTY HIGHWAYS AWAITING CONTRACT. JANUARY 1, 1914.

TOMPKINS COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
483	Catskill Turnpike, Sec. 3	Dryden	....	0.73	4.44	.....	.....
		Caroline	....	3.71			
606	Cayuga Heights—Hanshaw's Corners	Ithaca	....	2.12	2.12	.....	.....
616	Trumansburg—Ithaca	Ulysses	....	6.03	8.66	.....	.....
		Ithaca	....	2.63			
681	Ithaca—Dryden, Sec. 1	Ithaca	....	1.60	5.23	.....	.....
		Dryden	....	3.63			
682	Ithaca—Dryden, Sec. 2	Dryden	....	3.95	3.95	.....	.....
683	Dryden—Cortland	Dryden	....	3.57	3.57	.....	.....
926	Freeville—Groton	Dryden	....	2.13	4.49	.....	.....
		Groton	....	2.36			
1001	Enfield Center—Ithaca	Enfield	....	4.17	.....	6.45	.....
		Ithaca	....	2.28			
1002	Groton Village—Freeville—Dryden Village	Groton	Groton	0.38	0.38	2.54	.....	.....
		Dryden	Freeville	0.84	2.16			
			Dryden	1.32				
1003	Mitchell Street—East Town Line	Ithaca	....	1.17	.....	1.17	.....
1004	Cooks Corners—Brookton—Slaterville Springs—Caroline	Dryden	....	0.40	.....	4.58	.....
		Danby	....	0.52			
		Caroline	....	3.66			
			2.54	57.62	45.42	12.20	
		STATE HIGHWAYS					
5043	Ithaca—Danby, Part 1	Ithaca	....	2.59	2.59	.....	.....
5122	Ithaca—Danby, Part 2	Danby	....	3.24	3.24	.....	.....

5190....	Ithaca City—Trumansburg	Ithaca City		1.06	1.06	1.06	.....	.....
5206....	Trumansburg Village	Ulysses		1.40	1.54	1.54	.....	.....
5213....	Ithaca—Danby, Part 3	Danby		....	4.43	4.43	.....	.....
5214....	Ithaca—Newfield	Ithaca		....	0.94	5.09	.....	.....
		Newfield	Newfield	1.53	4.15			
5225....	Varna Crossing	Dryden		....	0.53	0.53	.....	.....
5256....	Esty Glen—South Lansing	Lansing		....	3.10	3.10	.....	.....
5294....	Etna—Freeville—Dryden	Dryden	Freeville	1.56	6.69	.....	6.69	.....
			Dryden	0.21				
5379....	Ithaca—West Danby, Part 1	Ithaca		....	0.18	.....	3.22	.....
		Newfield		....	3.04			
				5.76	31.49	21.58	9.91	

ULSTER COUNTY.

COUNTY HIGHWAYS.

16....	Ulster—Delaware, Sec. 1	Shandaken		....	5.66	5.66	.....	.....
31....	Ulster—Delaware, Sec. 3	Shandaken		....	5.72	5.72	.....	.....
37....	Saugerties—Woodstock, Sec. 1	Woodstock		....	4.00	4.00	.....	.....
38....	Saugerties—Woodstock, Sec. 2	Saugerties		....	4.90	4.90	.....	.....
116....	Kingston—Rifton	Ulster		....	0.89	5.07	.....	.....
		Esopus		....	4.18			
117....	Ulster—Delaware, Sec. 2	Shandaken		....	5.09	5.09	.....	.....
118....	Shandaken—Hurley, Sec. 1	Olive		....	4.00	4.00	.....	.....
141....	Kingston—Ellenville, Sec. 3	Wawarsing		....	6.82	6.82	.....	.....
142....	Saugerties—Woodstock, Sec. 3	Saugerties		....	2.85	2.85	.....	.....
228....	Saugerties—Kingston	Saugerties		....	3.58	5.66	.....	.....
		Ulster		....	2.08			

ULSTER COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
229	Kingston—High Falls	Ulster	....	1.79	6.91	.....	.....
		Rosendale	....	5.12			
230	Kingston—Ellenville, Sec. 1	Marbletown	....	8.27	8.27	.....	.....
231	Post, Sec. 1	Lloyd	....	7.08	7.08	.....	.....
305	Kingston—Ellenville, Sec. 2	Rochester	....	7.25	7.25	.....	.....
306	Kingston—Ulster Landing	Ulster	....	5.56	5.56	.....	.....
307	Plattekill—Modena	Plattekill	....	7.16	7.16	.....	.....
308	New Paltz—Rifton	New Paltz	....	3.28	4.16	.....	.....
		Esopus	....	0.88			
310	Old Post Road	Esopus	....	4.25	4.25	.....	.....
311*	Post, Part 4	Esopus	....	6.53	.....	.....	6.53
350	Highland—Gardner, Part 1	Plattekill	....	2.30	7.30	.....	.....
		Lloyd	....	4.20			
		Marlboro	....	0.80			
351	Highland—Gardner, Part 2	Plattekill	....	3.24	7.80	.....	.....
		Gardner	....	4.56			
352	Kingston—Ellenville, Part 4	Hurley	....	1.91	1.91	.....	.....
353†	Woodstock—West Hurley	Woodstock	....	1.10	.....	.....	3.48
		Hurley	....	2.38			
354	Highland Landing—Highland	Lloyd	....	1.17	.....	1.17	.....
419	Rosendale—Perrines Bridge	Rosendale	....	1.96	.....	.....	1.96
422‡†	Bearsville—Beechford—Mt. Pleasant	Woodstock	....	6.23	.....	.....	6.83
		Shandaken	....	0.60			
572	New Paltz—Plattekill	New Paltz	....	2.79	.....	.....	3.87
		Gardner	....	1.08			
602	Bearsville—Willow	Woodstock	....	5.57	.....	.....	5.57

603§	Napanoch—Montela	Wawarsing	....	10.27	.....	.....	10.27
921	Rifton Village	Esopus	2.13	2.13	2.13	.....	.....
			2.13	159.23	119.55	1.17	38.51
		STATE HIGHWAYS.					
5000	Saugerties—Kingston, Part 2	Ulster	....	3.23	3.23	.....	.....
5001	Lloyd Town Line—Milton	Marlboro	....	1.57	1.57	.....	.....
5114	Milton—Marlboro	Marlboro..Marlboro	0.52	3.82	3.82	.....	.....
5169	Saugerties—Catskill, Part 1	Saugerties	....	3.57	.....	3.57	.....
5173	Kingston—West Hurley	Ulster	....	3.65	.....	4.82	.....
		Kingston	....	0.69			
		Hurley	....	0.48			
5176¶	Marlboro—County Line	Marlboro..Marlboro	0.02	1.08	1.08	.....	.....
5177y	Pine Hill—Griffen Corners	Shandaken..Pine Hill	1.54	2.30	.....	2.30	.....
5192	Eddyville Bridge	Ulster	....	0.09	0.24	.....	.....
		Esopus	....	0.15			
			2.08	20.63	9.94	10.69	
		WARREN COUNTY.					
		COUNTY HIGHWAYS.					
417	Glens Falls—Lake George	Queensbury	....	4.68	7.56	.....	.....
		Caldwell	....	2.88			
418	Lake George—Bolton Landing	Caldwell	....	3.96	9.74	.....	.....
		Bolton	....	5.78			

* 5.46 miles designated by the Commission as State system.
† Designated by the Commission as State system.
‡ Original plans, 8.85 miles; 2.02 miles constructed as County Highway No. 16.
§ Part not indicated on map approved by Legislature.
¶ Part in Orange county.
y Part in Delaware county.

WARREN COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
656....	Sandy Hill—Glens Falls	Queensbury	....	2.12	2.12	.....	.....
691....	Riverside—Chestertown	Chester	....	5.75	5.75	.....	.....
692....	Loon Lake—Pottersville—Taylor's	Chester	....	8.94	.....	8.94	.....
736....	North Creek—County Line	Chester	....	4.12	4.12	.....	.....
804....	Luzerne—Lake George, Part 1	Luzerne	....	7.13	7.13	.....	.....
805....	Luzerne—Lake George, Part 2	Caldwell	....	3.67	3.67	.....	.....
843....	Lake George Village	Caldwell	0.17	0.17	0.17	.....	.....
1021*...	Warrensburg—Thurman Station	Warrensburg	....	3.21	.....	.....	3.52
		Thurman	....	0.31			
1023....	Chestertown—Hague, Part 1	Chester	....	2.02	.....	6.36	.....
		Horicon	....	4.34			
1118....	Chestertown—Hague, Part 2	Horicon	....	5.84	.....	.....	5.84
			0.17	64.92	40.26	15.30	9.36
		STATE HIGHWAYS.					
5055....	Riverside—Wevertown	Johnsburg	....	1.63	1.63	.....	.....
5068....	Lake George Village	Caldwell	1.48	1.48	1.48	.....	.....
5088....	Riverside—Wevertown, Part 2	Johnsburg	....	1.53	1.53	.....	.....
5157....	Warrensburg—Chestertown, Part 1	Warrensburg	....	6.54	6.54	.....	.....
5158....	Warrensburg—Chestertown, Part 2	Warrensburg	....	2.77	6.50	.....	.....
		Chester	....	3.73			
5185....	Wevertown—North Creek	Johnsburg	....	6 07	6.07	.....	.....
5227....	Lake George—Warrensburg	Caldwell	....	4.37	4.58	.....	.....
		Warrensburg	....	0.21			
			1.48	28.33	28.33		

WASHINGTON COUNTY.

COUNTY HIGHWAYS.

85....	Fort Edward—Sandy Hill	Fort Edward	....	0.92	0.92	.....	.....
97....	Shunpike	White Creek	....	3.61	3.61	.....	.....
103....	Granville—Middle Granville	Granville	....	1.31	1.31	.....	.....
104....	Granville—Troy Stage	Granville	....	1.25	1.25	.....	.....
720....	Sandy Hill—Adamsville	Kingsbury	....	5.20	5.20	.....	.....
720A...	Dunham Basin	Kingsbury	....	0.24	0.24	.....	.....
721....	White Creek—County Line	White Creek	....	3.17	3.17	.....	.....
722....	Hebron Town Line—Granville	Granville	....	2.06	2.06	.....	.....
723....	Whitehall—Fort Ann Town Line	Whitehall	....	4.77	4.77	.....	.....
724....	Greenwich—Battenville	Greenwich	....	3.98	3.98	.....	.....
802....	Smiths Basin—Hartford	Hartford	....	5.25	.....	5.25	.....
803....	Sandy Hill—Fort Ann	Kingsbury	....	7.21	.....	8.23	.....
		Fort Ann	....	1.02			
942....	Smiths Basin—Lime Kiln	Kingsbury	....	0.66	.....	0.66	.....
1080....	Hudson Falls Village	Kingsbury	0.97	0.97	0.97	.....	.....
1081....	South Argyle—Argyle	Argyle	....	3.34	.....	.....	3.34
1082....	Cambridge Village	Cambridge	1.71	0.57	.....	1.71	.....
		White Creek		1.14			
1083....	Fort Edward Village	Fort Edward	0.57	0.57	.....	0.57	.....
1109....	Cambridge—Ash Grove	White Creek	....	2.06	.....	.....	2.06
			3.25	49.30	27.48	16.42	5.40

STATE HIGHWAYS.

5033....	Salem—Granville, Part 1	Salem	....	2.96	2.96	.....	.....
5113....	Cambridge—Salem, Part 1	White Creek.....Cambridge	1.31	1.31	3.68	.....	.....
		Jackson	....	2.37			

* Contract cancelled. Appropriation, $49,700; $3,418.15 used.

STATE HIGHWAYS.

5017....	Clyde—Savannah, Part 2	Savannah.....Savannah	0.97	2.98	2.98	.....	.....
5089....	Clyde—Savannah, Part 1	Galen.....Clyde	0.90	3.66	4.55	.....	.....
		Savannah.....	....	0.89			
5127....	Union Hill—Ontario Center	Ontario.....	....	3.48	3.48	.....	.....
5290....	Wolcott—Red Creek	Wolcott.....Wolcott	1.34	7.01	7.01	.....	.....
		Red Creek	1.05				
5378....	Ontario Center—Williamson	Ontario.....	....	2.93	4.50	.....	.....
		Williamson.....	....	1.57			
			4.26	22.52	22.52		

WESTCHESTER COUNTY.

COUNTY HIGHWAYS.

17 ...	Hastings—Ardsley	Greenburg.....	....	0.60	0.60	.....	.....
18....	Ardsley—Elmsford, Sec. 1	Greenburg.....Elmsford	0.48	3.06	3.06	.....	.....
19....	Mamaroneck—White Plains	Mamaroneck.New Rochelle	1.02	0.75	2.80	.....	.....
		Scarsdale.....	....	2.05			
20....	White Plains—Cross Road	North Castle.....	....	3.77	3.77	.....	.....
34....	Ardsley—Elmsford, Sec. 2	Greenburg.....Elmsford	1.02	1.58	2.16	.....	.....
		Mt. Pleasant.....	....	0.58			
35....	White Plains—Armonk	North Castle.....	....	3.21	3.21	.....	.....
50....	Armonk—Mt. Kisco	North Castle.....	....	1.68	4.45	.....	.....
		New Castle.....	....	2.77			
51....	Mt. Kisco—Bedford	Bedford.....	....	5.04	5.04	.....	.....
52....	Unionville—McKeels Corners	Mt. Pleasant.....	....	3.69	3.69	.....	.....
53....	McKeels Corners—Briar Cliff	Ossining.Briar Cliff Manor	0.95	0.95	1.76	.....	.....
		Mt. Pleasant.....	....	0.81			

WESTCHESTER COUNTY — (*Continued*).

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
54....	Briar Cliff Manor—Echo Lake.....	Ossining..Briar Cliff Manor	1.31	2.10	2.65	.....	.....
		New Castle.....	....	0.55			
143....	Echo Lake—Pines Bridge.....	New Castle.....	....	2.54	3.14	.....	.....
		Yorktown.....	....	0.60			
144....	Bedford—Cross River.....	Bedford.....	....	4.55	5.30	.....	.....
		Poundridge.....	....	0.30			
		Lewisboro.....	....	0.45			
148....	Pines Bridge—Yorktown Heights.....	Yorktown.....	....	3.49	3.49	.....	.....
149....	Yorktown Heights—Putnam County Line.....	Yorktown.....	....	1.57	6.62	.....	.....
		Somers.....	....	5.05			
150....	Cross River—Turk Hill.....	Lewisboro.....	....	3.27	3.27	.....	.....
151....	Turk Hill—Putnam County Line.....	Lewisboro.....	....	0.39	5.99	.....	.....
		North Salem.....	....	5.60			
261....	Peekskill—Salem Center, Sec. 1.....	Somers.....	....	5.86	5.86	.....	.....
262....	Peekskill—Salem Center, Sec. 2.....	North Salem.....	....	4.66	4.66	.....	.....
331....	Peekskill—Salem Center, Sec. 3.....	Cortlandt.....	....	2.33	3.88	.....	.....
		Yorktown.....	....	1.55			
332....	Peekskill—Salem Center, Sec. 4.....	Yorktown.....	....	3.23	3.23	.....	.....
405....	Kitchawan—Croton Lake.....	Yorktown.....	....	2.25	2.25	.....	.....
503....	Tarrytown—White Plains—Rye.....	Greenburg.....Elmsford	1.61	4.02	7.32	.....	.....
		Harrison.....	....	3.30			
519....	Mt. Kisco—Pleasantville.....	New Castle.....	....	3.35	3.92	.....	.....
		Mt. Pleasant.....	....	0.57			
520....	Pleasantville—Pocantico Hills.....	Mt. Pleasant.....	....	3.55	3.55	.....	.....
587....	Mt. Kisco—Millwood.....	New Castle.....	....	4.39	4.39	.....	.....

657....	Croton River—Peekskill.....	Cortlandt.....	....	6.01	6.01	.....	.....
768....	Ossining—Kitchawan.....	Ossining.....	....	1.16	5.86	.....	.....
		New Castle.....	....	1.77			
		Yorktown.....	....	2.93			
769....	Amawalk—Woods Bridge.....	Somers.....	....	4.21	4.21	.....	.....
770....	Goldens Bridge—Turk Hill.....	Lewisboro.....	....	3.85	3.85	.....	.....
775....	Goldens Bridge—Croton Falls.....	Somers.....	....	4.13	4.42	.....	.....
		North Salem.....	....	0.29			
780....	White Plains Town Line—Harrison.....	Harrison.....	....	2.91	2.91	.....	.....
865....	Mt. Kisco Village.....	New Castle.....	1.74	1.74	3.01	.....	.....
		Bedford.....	1.27	1.27			
899....	Cross River—Crafts Corners.....	Lewisboro.....	....	5.68	5.68	.....	.....
900....	Woods Bridge—Lewis Corners.....	Lewisboro.....	....	0.17	4.26	.....	.....
		Bedford.....	....	4.09			
901....	Port Chester—Crystal Springs, Part 1.....	Rye.....	....	1.89	1.89	.....	.....
1015....	Crystal Springs—Chappaqua—Milwood.....	North Castle.....	....	1.63	.....	7.24	.....
		Mount Pleasant.....	....	0.86			
		New Castle.....	....	4.75			
1052....	Crafts Corners—Vista.....	Lewisboro.....	....	4.69	.....	.....	4.69
1053....	Ardsley Village.....	Greenburg.....	1.46	1.46	.....	1.46	.....
			10.86	155.55	142.16	8.70	4.69
		STATE HIGHWAYS.					
5003....	Armonk—Byram Lake.....	North Castle.....	....	3.44	3.44	.....	.....
5146....	Byram Lake—Bedford.....	North Castle.....	....	1.94	.....	3.34	.....
		Bedford.....	....	1.40			
5147†...	Peekskill—Fishkill, Part 1.....	Cortland.....	....	1.89	1.89	.....	.....

† Part in Putnam county.

LIST OF COUNTY HIGHWAYS — (*Continued*).

Highway No.	NAME OF HIGHWAY	County	Length in miles	Total estimated cost
500‖.....	Cedar Hill Cemetery; Unionville—New Jersey Line; New Hampton—Denton; Greenwood Lake—Tuxedo Road.....	Orange.....	4.75	$54,900 00
501.....	Goshen—Middletown.....	Orange.....	5.25	50,400 00
511.....	Glen—Charlestown.....	Montgomery.....	3.81	38,900 00
512.....	Akin—Johnstown.....	Montgomery.....	3.56	33,350 00
513.....	Amsterdam—Morris Corner.....	Montgomery.....	2.52	25,800 00
514†††.....	Ft. Hunter—Amsterdam—Snooks Corner.....	Montgomery.....	6.46	53,525 00
515‡‡‡.....	Sammonsville—Fonda—Yosts.....	Montgomery.....	1.61	.....
516.....	Johnstown—Tribes Hill, Part 2.....	Montgomery.....	2.75	24,625 00
517¶¶.....	Nelliston—Palatine Bridge—Stone Arabia.....	Montgomery.....	3.41	.....
548§**.....	Berry Hill, Part 2.....	Nassau.....	2.81	.....
572.....	New Paltz—Plattekill.....	Ulster.....	3.87	29,600 00
574¶¶¶....	Fairport—Nine Mile Point.....	Monroe.....	6.69	.....
576.....	Montgomery—Bullville.....	Orange.....	7.51	48,300 00
578‡.....	Albion—Eagle Harbor Quarry; Albion—Annis Corners.....	Orleans.....	3.67	25,800 00
580.....	Fancher—Brockville.....	Orleans.....	1.30	9,000 00
581.....	Yates Center—Lyndonville.....	Orleans.....	3.85	26,400 00
582§§	Holley—Ridge and Brockport—Holley.....	Orleans.....	3.56	37,400 00
594‡‡.....	Rensselaer—Defreestville.....	Rensselaer.....	2.06	9,975 00
600¶*.....	Monroe—Chester.....	Orange.....	3.55	.....
602.....	Bearsville—Willow.....	Ulster.....	5.57	45,900 00
603*.....	Napanoch—Montela.....	Ulster.....	10.27	92,400 00
605‡.....	Highland Lake—Fort Montgomery.....	Orange.....	2.04	49,000 00
618.....	Meco—Caroga Lake.....	Fulton.....	8.81	81,800 00
619.....	Sammonsville—Johnstown.....	Fulton.....	2.14	23,100 00
620.....	Ephratah—Kecks Centre.....	Fulton.....	7.06	73,000 00

WYOMING COUNTY.

COUNTY HIGHWAYS.

854....	Castile Center—Perry Center	Castile		....	3.22	4.50	.....	.....
		Perry		....	1.28			
892....	Castile—Castile Center	Castile		....	1.43	1.43	.....	.....
893....	Bliss—Smiths Corners	Eagle		....	2.18	3.61	.....	.....
		Wethersfield		....	1.43			
894....	Java Center—Java Village	Java		....	3.56	3.56	.....	.....
975....	Perry Village	Castile	2.01		0.87	2.01	.....	.....
		Perry			1.14			
976....	Java Village—Wales	Java		....	1.53	.....	3.52	.....
		Sheldon		....	1.99			
1055....	Arcade—East Arcade, Part 1	Arcade		....	1.94	.....	.....	1.94
1056....	Attica—Schaub Corners	Attica	Attica	0.54	3.44	.....	.....	3.44
1057....	Darien Center—Bennington, Part 2	Bennington		....	2.27	.....	.....	2.27
1088....	Castile Village	Castile		1.53	1.53	.....	.....	1.53
1155....	County Line—Arcade	Arcade	Arcade	2.41	2.79	.....	.....	2.79
				6.49	30.60	15.11	3.52	11.97

STATE HIGHWAYS.

5024....	Warsaw—Pavilion, Parts 1 and 5	Warsaw		....	0.59	2.66	.....	.....
		Covington		....	2.07			
5134....	Warsaw—Pavilion, Part 2	Warsaw		....	0.99	3.59	.....	.....
		Middlebury		....	2.60			
5400....	Warsaw—Gainesville	Warsaw	Warsaw	2.52	4.71	.....	8.89	.....
		Gainesville	Gainesville	0.55	4.18			
5410....	Warsaw—Pavilion, Parts 3 and 4	Middlebury		....	2.39	.....	.....	3.93
		Covington		....	1.54			
				3.07	19.07	6.25	8.89	3.93

† All bids rejected.
§ Contract cancelled. No work done.

YATES COUNTY.

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Miles in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5018....	North Reading—Dundee, Part 1.....	Starkey.....	....	2.00	2.00	.....	.....
5128....	North Reading—Dundee, Part 2.....	Starkey.....Dundee	1.05	2.68	2.68	.....	.....
5291....	Penn Yan Village.....	Milo.....	1.75	1.41	1.75	.....	.....
		Benton.....		0.34			
5323*...	Penn Yan—Halls Corners.....	Benton.....	....	6.25	6.25	.....	.....
5324....	Dundee—Penn Yan.....	Starkey.....	....	0.46	10.89	.....	.....
		Barrington.....	....	5.17			
		Milo.....	....	5.26			
5334†...	Watkins—Yates County Line.....	Starkey.....	....	0.41	.....	.....	0.41
			2.80	23.98	23.57		0.41

* Part in Ontario county.
† Part in Schuyler county. Contract cancelled. No work done.

RECAPITULATION OF STATEMENT BY COUNTIES SHOWING STATE AND COUNTY HIGHWAYS COMPLETED, UNDER CONTRACT AND AWAITING CONTRACT.

	STATE				COUNTY			
	Miles completed	Miles under contract	Miles approved and awaiting contract	Total miles	Miles completed	Miles under contract	Miles approved and awaiting contract	Total miles
Albany	6.85	5.37	.....	12.22	127.13	8.85	4.14	140.12
Allegany	7.33	17.23	1.51	26.07	8.86	16.00	2.51	27.37
Broome	10 07	29.41	1.93	41.41	81.69	5.09	.....	86.78
Cattaraugus	3.30	31.56	5.02	39.88	27.77	0.77	.....	28.54
Cayuga	4.78	11.85	.....	16.63	64.43	7.96	.....	72.39
Chautauqua	13.50	19.44	.....	32.94	10.42	20.21	8.89	39.52
Chemung	11.37	15.43	.....	26.80	37.13	3.09	.....	40.22
Chenango	24.71	0.40	9.64	34.75	68.98	8.52	15.33	92.83
Clinton	24.98	8.68	.....	33.66	73.76	.....	16.66	90.42
Columbia	20.47	10.85	.....	31.32	40.54	7.14	8.84	56.52
Cortland	5.56	.....	5.96	11.52	53.75	.....	5.25	59.00
Delaware	26.89	1.72	23.53	52.14	38.32	.....	4.20	42.52
Dutchess	26.91	.....	.....	26.91	93.23	3.01	4.83	101.07
Erie	10.73	2.61	15.37	28.71	208.89	24.17	17.91	250.97
Essex	53.09	24.40	.....	77.49	40.47	.....	6.12	46.59
Franklin	11.60	.....	.....	11.60	36.47	5.49	15.11	57.07
Fulton	4.18	1.54	.....	5.72	49.73	1.73	25.15	76.61
Genesee	15.26	1.97	.....	17.23	16.64	.....	3.88	20.52
Greene	28.29	0.23	2.21	30.73	39.37	.....	.....	39.37
Hamilton	8.48	14.44	.....	22.92	12.20	7.82	13.79	33.81

RECAPITULATION OF STATEMENT SHOWING STATE AND COUNTY HIGHWAYS COMPLETED, UNDER CONTRACT AND AWAITING CONTRACT — (*Concluded*).

	STATE				COUNTY			
	Miles completed	Miles under contract	Miles approved and awaiting contract	Total miles	Miles completed	Miles under contract	Miles approved and awaiting contract	Total miles
Herkimer	11.50	4.09	0.20	15.79	77.99	5.58	46.19	129.76
Jefferson	32.73	26.24	0.35	59.32	96.63	12.91	25.56	135.10
Lewis	6.99	27.98	.....	34.97	14.66	.....	.....	14.66
Livingston	30.45	11.32	.....	41.77	37.60	9.20	3.63	50.43
Madison	11.52	15.74	.....	27.26	34.26	.....	11.62	45.88
Monroe	13.47	.....	3.43	16.90	214.52	.....	28.49	243.00
Montgomery	17.25	8.25	.....	25.50	67.10	1.87	29.64	98.61
Nassau	4.42	.....	1.65	6.07	42.50	0.97	2.81	46.28
Niagara	17.55	14.77	13.20	45.52	43.99	21.26	33.54	98.79
Oneida	24.33	35.26	10.90	70.49	117.99	.....	35.94	153.93
Onondaga	34.54	.....	0.69	35.23	108.72	26.31	23.03	158.06
Ontario	18.12	2.65	.....	20.77	81.52	.....	16.88	98.40
Orange	11.63	17.98	.....	29.61	170.87	2.47	39.96	213.30
Orleans	4.70	2.45	11.85	19.00	47.14	.....	13.96	61.10
Oswego	43.96	8.15	6.17	58.28	58.05	5.87	2.74	66.66
Otsego	11.41	17.89	4.78	34.08	72.56	6.38	1.92	80.86
Putnam	23.01	2.38	.....	25.39	28.93	.....	.....	28.93
Rensselaer	15.93	9.29	.....	25.22	113.80	20.54	3.28	137.62
Rockland	5.97	.....	5.16	11.13	27.72	.....	.....	27.72
St. Lawrence	27.76	44.37	.....	72.13	71.27	25.60	7.88	104.75

Saratoga	16.74	7.52	.....	24.26	79.66	.....	25.21	104.87
Schenectady	8.67	.....	6.35	15.02	50.30	.....	.....	50.30
Schoharie	11.40	9.81	.....	21.21	.....	.....	.....	.....
Schuyler	3.20	10.09	7.17	20.46	.....	13.23	.....	13.23
Seneca	3.41	15.79	.....	19.20	19.10	5.07	5.47	29 64
Steuben	35.57	45.57	10.10	91.24	29.65	.....	33.58	63.23
Suffolk	15.93	.....	24.51	40.44	55.20	.....	.....	55.20
Sullivan	10.93	18.42	.....	29.35	30.43	.....	10.95	41.38
Tioga	10.17	19.66	1.63	31.46	11.40	.....	18.85	30.25
Tompkins	21.58	9.91	.....	31.49	45.42	12.20	.....	57.62
Ulster	9.94	10.69	.....	20.63	119.55	1.17	38.51	159.23
Warren	28.33	.....	.....	28.33	40.26	15.30	9.36	64.92
Washington	15.74	11.23	.....	26.97	27.48	16.42	5.40	49.30
Wayne	22.52	.....	.....	22.52	20.14	0.73	6.12	26.99
Westchester	31.07	19.04	9.25	59.36	142.16	8.70	4.69	155.55
Wyoming	6.25	8.89	3.93	19.07	15.11	3.52	11.97	30.60
Yates	23.57	.....	0.41	23.98	.....	.....	.....	.....
Totals	960.61	632.56	186.90	1,780.07	3,343.46	335.15	649.78	4,328.39

	State	County
Total mileage of roads completed	960.61	3,343.46
Total mileage of roads under contract	632.56	335.15
Total mileage of roads awaiting contract	186.90	649.78
Total	1,780.70	4,328.39

APPENDIX D.

STATEMENT IN CONSECUTIVE NUMERICAL ORDER SHOWING STATE AND COUNTY HIGHWAYS AWAITING CONTRACT. JANUARY 1, 1914.

LIST OF COUNTY HIGHWAYS NOW AWAITING CONTRACT, SHOWN IN CONSECUTIVE NUMERICAL ORDER.

Highway No.	NAME OF HIGHWAY	County	Length in miles	Total estimated cost
164*	Downesville	Delaware	4.20	$14,700 00
311†	Post, Part 4	Ulster	6.53	68,450 00
322	Reservation Road—Romulus	Seneca	2.45	40,500 00
325	Center Road—Fayette, Part 2	Seneca	3.02	27,500 00
353§	Woodstock—West Hurley	Ulster	3.48	
396‡	Bristol Valley, Part 2	Ontario	6.68	57,600 00
404‡	Bristol Valley, Part 3	Ontario	2.00	14,700 00
410	Fort Plain—Hessville	Montgomery	5.52	72,025 00
419	Rosendale—Perrines Bridge	Ulster	1.96	18,050 00
422¶	Bearsville—Beechford—Mt. Pleasant	Ulster	6.83	
448	Port Jervis—Sullivan Co. Line, Part 2	Orange	3.66	17,400 00
449	Burnside—Washingtonville	Orange	3.19	16,550 00
468	Little Falls—Fairfield	Herkimer	5.55	55,450 00
469‡	Ilion—Cedarville	Herkimer	7.19	83,000 00
470††	Mohawk—Jordanville	Herkimer	7.46	78,200 00
471**	Jordanville—Richfield Springs—Warren	Herkimer	4.10	38,525 00
472	Columbia—Mohawk	Herkimer	2.68	27,325 00
473‡	Little Falls—Jacksonburg	Herkimer	3.03	31,000 00
496†††	Brockport—Holley, Part 1	Monroe	2.26	18,500 00
499	Middletown—Montgomery	Orange	9.03	46,900 00

* advertised several times but no proposals within appropriation.
† le system.
†† le system.
‡ iles designated as State system.

§ as County Highway No. 16, remainder on State system.
¶ system.
** system.
††† system.

LIST OF COUNTY HIGHWAYS — (*Continued*).

Highway No.	NAME OF HIGHWAY	County	Length in miles	Total estimated cost
500‖.....	Cedar Hill Cemetery; Unionville—New Jersey Line; New Hampton—Denton; Greenwood Lake—Tuxedo Road.....	Orange.....	4.75	$54,900 00
501.....	Goshen—Middletown.....	Orange.....	5.25	50,400 00
511.....	Glen—Charlestown.....	Montgomery.....	3.81	38,900 00
512.....	Akin—Johnstown.....	Montgomery.....	3.56	33,350 00
513.....	Amsterdam—Morris Corner.....	Montgomery.....	2.52	25,800 00
514†††.....	Ft. Hunter—Amsterdam—Snooks Corner.....	Montgomery.....	6.46	53,525 00
515‡‡‡.....	Sammonsville—Fonda—Yosts.....	Montgomery.....	1.61	.....
516.....	Johnstown—Tribes Hill, Part 2.....	Montgomery.....	2.75	24,625 00
517¶¶.....	Nelliston—Palatine Bridge—Stone Arabia.....	Montgomery.....	3.41	.....
548§**.....	Berry Hill, Part 2.....	Nassau.....	2.81	.....
572.....	New Paltz—Plattekill.....	Ulster.....	3.87	29,600 00
574¶¶¶....	Fairport—Nine Mile Point.....	Monroe.....	6.69	.....
576.....	Montgomery—Bullville.....	Orange.....	7.51	48,300 00
578‡.....	Albion—Eagle Harbor Quarry; Albion—Annis Corners.....	Orleans.....	3.67	25,800 00
580.....	Fancher—Brockville.....	Orleans.....	1.30	9,000 00
581.....	Yates Center—Lyndonville.....	Orleans.....	3.85	26,400 00
582§§	Holley—Ridge and Brockport—Holley.....	Orleans.....	3.56	37,400 00
594‡‡.....	Rensselaer—Defreestville.....	Rensselaer.....	2.06	9,975 00
600¶*.....	Monroe—Chester.....	Orange.....	3.55	.....
602.....	Bearsville—Willow.....	Ulster.....	5.57	45,900 00
603*.....	Napanoch—Montela.....	Ulster.....	10.27	92,400 00
605‡.....	Highland Lake—Fort Montgomery.....	Orange.....	2.04	49,000 00
618.....	Meco—Caroga Lake.....	Fulton.....	8.81	81,800 00
619.....	Sammonsville—Johnstown.....	Fulton.....	2.14	23,100 00
620.....	Ephratah—Kecks Centre.....	Fulton.....	7.06	73,000 00

621*.....	St. Johnsville—Oppenheim—Lassellsville.....	Fulton.....	7.14	65,200 00	
648.....	West Henrietta—West Rush.....	Monroe.....	7.36	64,700 00	
662.....	Gorham—Rushville.....	Ontario.....	6.82	70,500 00	
670.....	Syracuse—Cold Spring.....	Onondaga.....	3.42	55,000 00	
688.....	Augar.....	Orleans.....	1.58	13,100 00	
707‡***....	Smithville Flats—Long Pond.....	Chenango.....	1.83	55,200 00	
711‡.....	Wassaic—Dover.....	Dutchess.....	3.55	32,000 00	
739§§§.....	Turner.....	Orange.....	0.98	12,100 00	
746‡.....	Parish—Colosse.....	Oswego.....	0.41	.....	
758	Olcott—Lockport, Part 1.....	Niagara.....	8.33	.....	
760.....	Little Ridge, Part 5.....	Monroe.....	3.83	30,500 00	
766..... ..	Pittsford—Palmyra.....	Monroe.....	1.32	15,200 00	
767.....	Perinton Palmyra.....	Monroe.....	5.99	76,700 00	
771.....	McNalls Corners—Gasport.....	Niagara.....	2.35	21,900 00	
773..... ..	Pendleton Town Line—Lockport	Niagara.....	3.45	32,000 00	
774.....	Tonawanda Creek—Pendleton Town Line	Niagara.....	4.72	65,800 00	
777†.....	Plattsburg—Cadyville, Part 2.....	Clinton.....	3.83	.....	
779‡	Plattsburg—Ingraham.....	Clinton.....	6.09	46,500 00	
785‡a.....	Richfield Springs—Schuyler Lake.....	Otsego.....	1.72	53,800 00	

State Highway No. 5123.

designated by the Commission as State system.

125.
as part of State Highway No. 5176.

TABLE OF ALL CONSTRUCTION CONTRACTS, FOR STATE AND COUNTY HIGHWAYS, IN FORCE DECEMBER 31, 1913 — (*Continued*).

Highway No.	County	Length	CONTRACTOR	Date of contract	Contract price plus special agreements	Percentages completed to Dec. 31, 1913
970	St. Lawrence	10.26	Brown & Lowe Co	June 11, 1912	$106,569 90	4.0
971	Onondaga	7.68	Guy B. Dickinson	June 13, 1912	87,247 80	97.0
973	Oswego	5.22	Falk & Menzies	July 12, 1912	45,252 15	97.0
976	Wyoming	3.52	Aikenhead, Bailey & Donaldson	June 18, 1912	44,508 14	98.0
977	Albany	2.45	John E. Dower	April 24, 1912	61,125 86	90.0
980	Rensselaer	2.55	Corliss Construction Co	May 1, 1912	26,720 75	88.0
981	Rensselaer	3.14	Arnold & Shearer	April 25, 1912	36,113 62	59.0
985	Franklin	5.49	Almahar Construction Co	June 20, 1912	74,326 40	78.0
987	Otsego	6.38	H. W. Roberts & Co	June 13, 1912	62,748 50	87.0
999	Schuyler	6.68	Coughlin & Lowman	April 26, 1912	65,562 30	97.0
1001	Tompkins	6.45	Patrick D. Conley	April 27, 1912	57,337 50	46.0
1003	Tompkins	1.17	Patrick D. Conley	June 15, 1912	13,714 00	32.0
1004	Tompkins	4.58	Patrick D. Conley	June 15, 1912	42,460 90	76.0
1005	Schuyler	6.55	J. W. Gurnett	July 20, 1912	54,450 35	88.0
1011	Chautauqua	4.70	Kerwin Construction Co	April 24, 1912	65,380 05	80.0
1012	Chautauqua	3.30	Kerwin Construction Co	April 24, 1912	48,939 70	42.0
1015	Westchester	7.24	White & Colligan	June 14, 1912	101,607 95	67.0
1016	Cayuga	7.96	Dollard & Heeran	April 25, 1912	131,098 40	88.0
1023	Warren	6.36	H. B. Cooper	June 13, 1912	67,095 64	85.0
1024	Cattaraugus	0.77	Thomas Fitzgerald Co	June 13, 1912	27,475 70	42.0
1025	Hamilton	7.82	Creeden & Pitou	June 11, 1912	109,669 30	81.0
1030	Livingston	1.25	Hagaman & White	June 15, 1912	19,154 36	84.0
1032	St. Lawrence	5.38	Burr G. Miller	June 17, 1912	60,289 54	88.0
1036	Erie	3.77	Cold Spring Construction Co	June 12. 1912	69,863 50	.....

1052.....	Crafts Corners—Vista.....	Westchester.....	4.69	70,600 00
1054.....	Alden—Darien Center.....	Genesee.....	3.88	55,200 00
1055.....	Arcade—East Arcade, Part 1.....	Wyoming.....	1.94	27,100 00
1056.....	Attica—Schaub Corners.....	Wyoming.....	3.44	42,[illegible]00 00
1057.....	Darien Center—Bennington, Part 2.....	Wyoming.....	2.27	36,500 00
1058.....	Wolcott—Savannah, Part 3.....	Wayne.....	2.23	22,400 00
1059.....	Clyde—Resort, Part 3.....	Wayne.....	1.88	18,100 00
1060.....	Sodus Point—Lyons, Part 3.....	Wayne.....	2.01	28,[illegible]00 00
1062.....	Fredonia Village.....	Chautauqua.....	1.30	47,200 00
1064.....	Tonawanda Creek—Hunts Corners.....	Erie.....	4.03	104,000 00
1066.....	Orchard Park—East Aurora.....	Erie.....	6.64	225,[illegible]00 00
1067.....	Athol Springs—Hamburg.....	Erie.....	4.10	121,200 00
1068.....	Niles—Mandana.....	Onondaga.....	3.12	47,[illegible]00 00
1072.....	South Bay—Bridgeport—Syracuse.....	Onondaga.....	8.85	165,900 00
1073.....	Manlius Center—Manlius.....	Onondaga.....	4.85	81,500 00
1074.....	Eastwood Village: Burnet Avenue.....	Onondaga.....	2.03	45,700 00
1075.....	Harford Mills—Dryden, Part 1.....	Cortland.....	5.25	61,[illegible]00 00
1076.....	Newark Valley—Berkshire, Part 2.....	Tioga.....	4.31	49,500 00
1077.....	Newark Valley—Berkshire, Part 1.....	Tioga.....	4.73	54,500 00
1078.....	Waverly—Lockwood.....	Tioga.....	5.74	73,400 00
1079.....	Spencer—Candor, Part 2.....	Tioga.....	4.07	42,500 00
1081.....	South Argyle—Argyle.....	Washington.....	3.34	30,200 00
1084.....	North Tonawanda Village.....	Niagara.....	2.33	98,700 00
1088.....	Castile Village.....	Wyoming.....	1.53	25,100 00
1089.....	Malone—Trout River.....	Franklin.....	10.76	137,100 00

[illegible]

l as State Highway No. 5155.
system.
system.
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system.

LIST OF STATE HIGHWAYS NOW AWAITING CONTRACT, SHOWN IN CONSECUTIVE NUMERICAL ORDER.

Highway No.	NAME OF HIGHWAY	County	Length in miles	Total estimated cost
5093	Fairport Extension	Monroe	0.18	$2,600 00
5229	Unadilla—Wells Bridge	Otsego	4.78	63,300 00
5232	Smithtown—Port Jefferson	Suffolk	11.59	246,000 00
5246	Hancock—East Branch	Delaware	13.42	177,500 00
5253†	Jasper—Add son	Steuben	10.10	.....
5280	Little Neck—Old Westbury, Part 2	Nassau	1.65	39,000 00
5301	Bay Shore—Brookhaven Town Line	Suffolk	12.92	286,000 00
5314	Scotia—High Mills	Schenectady	6.35	104,800 00
5317	East Aurora—Holland	Erie	9.50	198,000 00
5334	Watkins—Yates County Line	Yates Schuyler	0.41 7.17	88,800 00
5340	Colchester—Sullivan County Line	Delaware	7.99	75,100 00
5345	Trenton—Prospect—Remsen	Oneida	5.86	85,000 00
5355	Tuckahoe—White Plains, Part 1	Westchester	2.43	49,100 00
5356	White Plains Village	Westchester	2.24	106,700 00
5358	Mount Vernon City: Columbus Avenue	Westchester	0.28	13,400 00
5361	Briarcliff Manor Village	Westchester	0.83	28,900 00
5362	Tuckahoe Village	Westchester	0.25	2,640 00
5363	Peekskill Village	Westchester	2.27	95,900 00
5369	Coxsackie Village	Greene	2.21	26,500 00
5371	Larchmont Village	Westchester	0.95	48,000 00
5383	East Branch—Trout Brook	Delaware	2.12	.....
5385	Oriskany Falls Village	Oneida	1.09	40,000 00
5388	Spring Valley Village: Suffern Village: Hilburn Village	Rockland	3.58	50,500 00
5389	Haverstraw—West Haverstraw	Rockland	1.58	34,100 00
5390	Binghamton City: State Hospital	Broome	0.83	15,000 00

1147.....	Schenevus Village: Elk Street	Otsego	0.20	3,500 00
1148.....	Cape Vincent—Watertown, Part 1	Jefferson	8.91	113,300 00
1149.....	Ellisburg Village	Jefferson	1.70	19,800 00
1150.....	Belleville Village: Main and Washington Streets	Jefferson	1.13	13,300 00
1151.....	Theresa—Browns Corners	Jefferson	8.24	116,800 00
1152.....	Smiths Corners—Stockport Dock	Columbia	1.18	17,600 00
1153.....	Lockport City—Market Street and Lake Avenue	Niagara	1.27	80,000 00
1154.....	Spring Avenue, Troy—Poestenkill, Part 2	Rensselaer	0.88	10,700 00
1155.....	County Line—Arcade	Wyoming	2.79	55,000 00
1156.....	Oxford Village	Chenango	0.82	17,000 00
1157.....	Durhamville—Rome	Oneida	13.73	221,100 00
1158.....	Thomson Corners—Taberg	Oneida	6.66	90,300 00
1159.....	Vienna—New London	Oneida	7.55	142,800 00
1160.....	Oneida—Munnsville	Madison	8.14	108,200 00
			649.78	

* Designated by the Commission as State system.

List of State Highways now Awaiting Contract, Shown in Consecutive Numerical Order.

Highway No.	NAME OF HIGHWAY	County	Length in miles	Total estimated cost
5093	Fairport Extension	Monroe	0.18	$2,600 00
5229	Unadilla—Wells Bridge	Otsego	4.78	63,300 00
5232	Smithtown—Port Jefferson	Suffolk	11.59	246,000 00
5246	Hancock—East Branch	Delaware	13.42	177,500 00
5253†	Jasper—Add son	Steuben	10.10	.....
5280	Little Neck—Old Westbury, Part 2	Nassau	1.65	39,000 00
5301	Bay Shore—Brookhaven Town Line	Suffolk	12.92	286,000 00
5314	Scotia—High Mills	Schenectady	6.35	104,800 00
5317	East Aurora—Holland	Erie	9.50	198,000 00
5334	Watkins—Yates County Line	Yates Schuyler	0.41 7.17	88,800 00
5340	Colchester—Sullivan County Line	Delaware	7.99	75,100 00
5345	Trenton—Prospect—Remsen	Oneida	5.86	85,000 00
5355	Tuckahoe—White Plains, Part 1	Westchester	2.43	49,100 00
5356	White Plains Village	Westchester	2.24	106,700 00
5358	Mount Vernon City: Columbus Avenue	Westchester	0.28	13,400 00
5361	Briarcliff Manor Village	Westchester	0.83	28,900 00
5362	Tuckahoe Village	Westchester	0.25	2,640 00
5363	Peekskill Village	Westchester	2.27	95,900 00
5369	Coxsackie Village	Greene	2.21	26,500 00
5371	Larchmont Village	Westchester	0.95	48,000 00
5383	East Branch—Trout Brook	Delaware	2.12	.....
5385	Oriskany Falls Village	Oneida	1.09	40,000 00
5388	Spring Valley Village: Suffern Village: Hilburn Village	Rockland	3.58	50,500 00
5389	Haverstraw—West Haverstraw	Rockland	1.58	34,100 00
5390	Binghamton City: State Hospital	Broome	0.83	15,000 00

5396.....	Solvay Village: Genesee Street.....	Onondaga.....	0.69	29,400 00
5402.....	Carthage Village: State Street.....	Jefferson.....	0.35	3,200 00
5405.....	Allegany Village: Main Street.....	Cattaraugus.....	0.61	36,700 00
5406.....	Oriskany Falls—Deansboro.....	Oneida.....	3.95	53,300 00
5407.....	Athol Springs—Walden Cliffs.....	Erie.....	5.87	115,000 00
5408.....	Fulton City—East First Street.....	Oswego.....	0.36	19,800 00
5410.....	Warsaw—Pavilion, Parts 3 and 4.....	Wyoming.....	3.93	65,400 00
5411.....	West Creek.....	Herkimer.....	0.20	7,600 00
5412.....	Union Village: Main and Bridge Streets.....	Broome.....	0.28	13,300 00
5413.....	Binghamton City: Front Street.....	Broome.....	0.82	20,400 00
5414.....	Norwich—Oxford.....	Chenango.....	9.64	205,400 00
5415.....	Central Square—Union Square, Part 2.....	Oswego.....	5.81	101,700 00
5416.....	Cambria—Wrights Corners.....	Niagara.....	7.80	106,000 00
5417.....	Pekin—Cambria.....	Niagara.....	5.40	113,500 00
5418.....	Carrollton—Killbuck.....	Cattaraugus.....	4.41	73,100 00
5419.....	Andover Village.....	Allegany.....	1.51	49,300 00
5420.....	Owego—Candor, Part 1.....	Tioga.....	1.63	48,000 00
5421.....	Holley—Brockport, Part 1.....	Orleans.....	2.40	77,700 00
5422.....	Albion—Fancher.....	Orleans.....	3.43	69,700 00
5423.....	Hartland—Medina, Part 2.....	Orleans.....	6.02	89,500 00
5424.....	Virgil—Cortland.....	Cortland.....	5.96	65,100 00
5425.....	Holley—Brockport, Part 2.....	Monroe.....	3.25	56,000 00
			186.90	

† Original plans, 17.09 miles; 6.99 awarded as 5253A.

APPENDIX E.

TABLE OF CONSTRUCTION CONTRACTS IN FORCE ON DECEMBER 31, 1913.

TABLE OF ALL CONSTRUCTION CONTRACTS, FOR STATE AND COUNTY HIGHWAYS, IN FORCE DECEMBER 31, 1913.

COUNTY HIGHWAYS.

Highway No.	County	Length	CONTRACTOR	Date of contract	Contract price plus special agreements	Percentages completed to Dec. 31, 1913
326	Seneca	4.03	Alfred G. Slatcher	June 11, 1912	$46,346 40	93.0
354	Ulster	1.17	Bridgeport Construction Co	June 10, 1912	82,524 40	14.0
411	Orange	2.47	Elmore & Hamilton Construction Co	Dec. 2, 1907	187,635 00	80.0
466	Herkimer	5.58	Buckley Construction Co	May 3, 1911	69,342 00	87.0
672	Onondaga	7.58	W. J. Burns Co	June 17, 1912	86,354 15	98.0
692	Warren	8.94	P. F. Herlihy	Feb. 10, 1908	76,670 00	96.0
704	Chenango	4.71	Schunnemunk Construction Co	June 12, 1912	37,705 80	97.0
705	Chenango	3.81	Paddleford & King Co	June 11, 1912	47,113 85	96.0
717	Livingston	5.83	Fall Bros. & Fletcher	May 2, 1911	53,225 00	88.0
718	Livingston	2.12	Hagaman & White	June 15, 1912	21,117 20	80.0
749	Niagara	10.30	Brooks & Julian	June 23, 1911	128,150 00	94.0
763	Columbia	7.14	General Construction Co	April 4, 1911	107,456 80	89.0
802	Washington	5.25	Theodore C. Hailes, Jr	Mar. 30, 1911	54,814 10	83.0
803	Washington	8.23	James Anderson	May 3, 1912	63,349 56	83.0
879	Albany	6.40	John E. Consalus	Mar. 22, 1911	81,863 72	93.0
924	Erie	6.03	Busch & Percival, Inc	June 22, 1911	79,300 00	56.0
925	Erie	5.40	Busch & Percival, Inc	June 17, 1911	148,390 50	21.0
938	Chautauqua	5.58	James McNamara	June 14, 1911	72,753 55	97.0
939	Chautauqua	6.63	Busch & Percival, Inc	June 17, 1911	78,989 00	60.0
942	Washington	0.66	C. J. Reardon	June 15, 1911	4,600 82	88.0
953	Nassau	0.97	Clancy & Van Alst	Dec. 6, 1911	19,153 03	96.0
964	Allegany	6.10	Patrick H. Murray	June 1, 1912	65,498 93	82.0
965	Allegany	9.90	Edward T. Beck Co	June 12, 1912	90,119 68	25.0
969	St. Lawrence	6.53	Brown & Lowe Co	June 12, 1912	66,344 10	88.0

TABLE OF ALL CONSTRUCTION CONTRACTS, FOR STATE AND COUNTY HIGHWAYS, IN FORCE DECEMBER 31, 1913 — (*Continued*).

Highway No.	County	Length	CONTRACTOR	Date of contract	Contract price plus special agreements	Percentages completed to Dec. 31, 1913
1125	St. Lawrence	1.24	Valley Construction Co	Aug. 26, 1913	$15,541 00	85.0
1127	Fulton	1.73	A. & C. Hine & C. Welsh	Sept. 8, 1913	31,916 45	25.0
1128	Schuyler	1.04	Lane Construction Co	Aug. 23, 1913	12,895 00	53.0
1129	Jefferson	2.45	Dana W. Robbins	Aug. 23, 1913	31,047 00	8.0
1131	Jefferson	2.45	Valley Construction Co	Aug. 26, 1913	22,911 25	.....
1132	Jefferson	2.29	Thomas Grady	Aug. 23, 1913	23,827 00	58.0
1133	Jefferson	4.72	Barnard & Bennett Co	Sept. 2, 1913	47,689 75	9.0
1134	Jefferson	1.00	Burns Bros. & Haley	Aug. 22, 1913	48,528 50	9.0
1135	Niagara	1.49	S. V. R. Malcolm & Son	Sept. 30, 1913	13,436 92	.....
1138	Oswego	0.65	Kennedy Construction Co	Sept. 29, 1913	16,111 10	.....
1140	Montgomery	1.87	Martin Murray & Co	Sept. 29, 1913	105,751 00	.....
1142	Wayne	0.73	Greece Construction Co	Oct. 2, 1913	9,522 75	.....
		335.15			$4,777,408 99	

1037	Erie	1.11	Thomas Fitzgerald Co	June 13, 1912	39,840 10	93.0
1038	Erie	2.89	John Johnson Construction Co	June 12, 1912	42,587 30	48.0
1041	Onondaga	6.07	W. J. Burns Co	June 17, 1912	73,674 55	93.0
1043	Onondaga	1.31	Chas. O. McComb	Aug. 4, 1913	16,193 37	93.0
1045	Niagara	5.13	McMahon & Fall	June 22, 1912	44,088 25	6.0
1053	Westchester	1.46	Hastings Paving Co	Aug. 27, 1913	31,010 50	83.0
1063	Erie	2.55	John Johnson Construction Co	Aug. 4, 1913	56,710 00	35.0
1065	Erie	1.66	John Johnson Construction Co	Aug. 4, 1913	38,204 24	89.0
1070	Onondaga	1.68	Greenfield Construction Co	Aug. 12, 1913	18,168 40	85.0
1071	Onondaga	1.99	John Johnson Construction Co	Aug. 4, 1913	23,620 80	48.0
1082	Washington	1.71	W. L. Hitchcock	Sept. 19, 1912	65,369 10	95.0
1083	Washington	0.57	Laing & Horton	Sept. 5, 1913	31,398 00	.....
1085	Niagara	0.97	John Johnson Construction Co	Aug. 4, 1913	42,065 50	97.0
1086	Niagara	0.60	Barrally & Ingersoll	Aug. 2, 1913	37,543 90	49.0
1087	Niagara	2.77	Albert H. Myer	Sept. 2, 1913	68,856 90	0.0
1093	Chemung	0.36	Holleran Bros	Sept. 5, 1913	19,145 65	58.0
1094	Chemung	1.10	Holleran Bros	Oct. 7, 1913	58,548 00	.....
1095	Chemung	1.12	John H. Gordon	Sept. 17, 1912	44,858 58	99.0
1096	Chemung	0.51	McGreevy, McGuigan & Baum Const. Co	Oct 2, 1913	26,505 00	.....
1106	Broome	5.09	N. E. Young	Sept. 17, 1912	57,159 00	99.0
1108	St. Lawrence	2.19	Richard Hopkins	July 31, 1913	28,462 10	26.0
1114	Dutchess	3.01	Richard P. Stanton	Aug. 1, 1913	42,000 00	11.0
1115	Rensselaer	3.71	Shaughnessy Construction Co	Aug. 30, 1913	42,403 15	72.0
1116	Rensselaer	4.51	S. B. Van Wagenen	Sept. 2, 1913	64,835 48	12.0
1119	Rensselaer	1.77	County Construction Co	Aug. 15, 1913	30,043 00	9.0
1121	Rensselaer	1.65	Shaughnessy Construction Co	Aug. 30, 1913	58,401 00	2.0
1122	Rensselaer	2.70	Russo & Parker Construction Co	Aug. 25, 1913	25,571 00	70.0
1123	Rensselaer	0.51	County Construction Co	Aug. 25, 1913	5,981 50	94.0
1124	Erie	0.76	Lake Shore Construction Co	Aug. 26, 1913	17,537 00	9.0

TABLE OF ALL CONSTRUCTION CONTRACTS, FOR STATE AND COUNTY HIGHWAYS, IN FORCE DECEMBER 31, 1913 — (*Continued*).

Highway No.	County	Length	CONTRACTOR	Date of contract	Contract price plus special agreements	Percentages completed to Dec. 31, 1913
1125	St. Lawrence	1.24	Valley Construction Co	Aug. 26, 1913	$15,541 00	85.0
1127	Fulton	1.73	A. & C. Hine & C. Welsh	Sept. 8, 1913	31,916 45	25.0
1128	Schuyler	1.04	Lane Construction Co	Aug. 23, 1913	12,895 00	53.0
1129	Jefferson	2.45	Dana W. Robbins	Aug. 23, 1913	31,047 00	8.0
1131	Jefferson	2.45	Valley Construction Co	Aug. 26, 1913	22,911 25	.....
1132	Jefferson	2.29	Thomas Grady	Aug. 23, 1913	23,827 00	58.0
1133	Jefferson	4.72	Barnard & Bennett Co	Sept. 2, 1913	47,689 75	9.0
1134	Jefferson	1.00	Burns Bros. & Haley	Aug. 22, 1913	48,528 50	9.0
1135	Niagara	1.49	S. V. R. Malcolm & Son	Sept. 30, 1913	13,436 92	.....
1138	Oswego	0.65	Kennedy Construction Co	Sept. 29, 1913	16,111 10	.....
1140	Montgomery	1.87	Martin Murray & Co	Sept. 29, 1913	105,751 00	.....
1142	Wayne	0.73	Greece Construction Co	Oct. 2, 1913	9,522 75	.....
		335.15			$4,777,408 99	

TABLE OF ALL CONSTRUCTION CONTRACTS, FOR STATE AND COUNTY HIGHWAYS, IN FORCE DECEMBER 31, 1913 — (*Continued*).

STATE HIGHWAYS.

Highway No.	County	Length	CONTRACTOR	Date of contract	Contract price plus special agreements	Percentages completed to Dec. 31, 1913
5042	Cayuga	0.33	F. A. Brotsch	April 6, 1910	$60,340 00	96.0
	Seneca	3.00				
5071	Erie	2.61	Thomas Fitzgerald Co	June 13, 1912	149,209 80	99.0
5087	Seneca	5.91	Frederick A. Brotsch, Jr	May 23, 1911	70,250 00	44.0
5103	*Columbia	5.20	Hillson Bros	April 26, 1911	121,589 00	72.0
5104		5.65				
5124	*Montgomery	4.25	James E. Martin	May 3, 1911	96,664 52	5.1
5125		4.00				
5137	Cattaraugus	8.83	H. E. Bunce & Co., Inc.	June 17, 1911	107,275 96	96.0
5146	Westchester	3.34	James Garafano	June 15, 1911	49,641 62	96.0
5155	Albany	5.37	B. D. Pierce, Jr., Co	June 17, 1911	84,856 56	65.0
5161	Herkimer	1.51	Warren Brothers Co	April 24, 1912	74,445 00	92.0
5169	Ulster	3.57	John F. Donovan	Dec. 5, 1911	45,511 40	93.0
5170	Herkimer	1.35	Warren Brothers Co	April 24, 1912	68,649 98	88.0
5173	Ulster	4.82	Henry McNamee	Dec. 21, 1911	60,051 00	89.0
5174	Allegany	4.33	E. I. Beck & Co	Dec. 5, 1911	81,816 44	98.0
	Cattaraugus	0.32				
5177	Ulster	1.34	Henry McNamee	Dec. 21, 1911	45,578 50	93.0
	Delaware	2.30				
5179	Essex	6.77	J. D. Moynehan	Dec. 4, 1911	77,716 88	85.0
5180	Essex	5.39	J. D. Moynehan	Dec. 4, 1911	68,439 18	92.0
5189	Hamilton	8.43	Santononi Contracting Co	Dec. 4, 1911	106,148 27	48.0

*Combined as one contract.

TABLE OF ALL CONSTRUCTION CONTRACTS, FOR STATE AND COUNTY HIGHWAYS, IN FORCE DECEMBER 31, 1913 — (*Continued*).

Highway No.	County	Length	CONTRACTOR	Date of contract	Contract price plus special agreements	Percentages completed to Dec. 31, 1913
5191	Clinton	6.89	Shaughnessy Const. Co	Dec. 8, 1911	$67,298 66	97.0
5195	Schoharie	5.05	Aetna Eng. & Construction Co	May 8, 1912	81,684 55	90.0
5197	Clinton	1.79	Bluff Point Co	Sept. 22, 1912	15,131 25	76.0
5207	Chemung	5.47	J. F. Dolan Construction Co	June 21, 1912	62,467 20	97.0
5208	Chemung	9.20	T. H. Gill Co	June 13, 1912	138,734 70	90.0
	Schuyler	3.19				
5210	Orange	6.78	Jackson Bros	Mar. 9, 1912	70,971 60	94.0
5211	Steuben	8.04	Shaughnessy Construction Co	May 1, 1912	88,591 75	93.0
5215	Tioga	9.95	Semper Bros	June 12, 1912	103,247 00	74.0
	Broome	0.77				
5217	Chautauqua	7.96	Mahoney & Swanson	Sept. 17, 1912	70,037 00	19.0
5223	Sullivan	8.54	Merritt Construction Co	May 1, 1912	146,769 00	93.0
5226	Westchester	7.01	Wm. P. McDonald Construction Co	April 25, 1912	80,153 65	68.0
5230	Saratoga	7.52	Laing & Horton	June 14, 1912	75,451 72	85.0
5234	Sullivan	8.51	Merritt Construction Co	June 11, 1912	104,653 50	67.0
5236	Essex	6.06	Flood & Van Wirt Co	June 11, 1912	91,346 20	83.0
5239	Essex	6.18	Boynton & McNally	June 12, 1912	84,301 25	68.0
5240	Otsego	5.69	L. L. Melius	June 13, 1912	49,849 00	26.0
5241	Broome	3.14	W. E. Bennett	June 11, 1912	27,403 00	96.0
5242	Broome	3.22	H. B. Sproul Contracting Co	June 12, 1912	27,099 75	93.0
5243	Broome	8.92	W. H. Cowhig	June 14, 1912	73,677 10	90.0
5244	Cayuga	11.52	Dale Engineering Co	Nov. 30, 1912	134,626 05	95.0
5245	Chautauqua	5.97	Dunkirk Construction Co	Sept. 17, 1912	53,394 30	3.0
5247	Otsego	12.20	L. L. Melius	June 13, 1912	110,886 50	19.0

5391	Chenango	0.40	Ballard & Mahar	Aug. 21, 1913	12,861 83	97.1
5392	Chemung	0.76	McGreevy, McGuigan & Baum	Oct. 2, 1913	31,991 00	.....
5393	Rensselaer	0.52	Edward Walsh	Sept. 8, 1913	38,635 50	.....
5394	Fulton	1.54	Warren Brothers	Sept. 30, 1913	20,074 00	26.0
5397	Ontario	1.74	Chambers & Barnes	Aug. 22, 1913	38,526 26	49.6
5398	Livingston	4.40	Flower City Construction Co	Aug. 27, 1913	84,925 65	.....
5399	Genesee	1.97	T. Fitzgerald Co	Sept. 30, 1913	114,276 50	.....
5400	Wyoming	8.89	Shaughnessy Construction Co	Sept. 29, 1913	166,452 55	3.0
5401	Steuben	0.85	Murray & Ford	Aug. 26, 1913	33,689 50	7.5
5403	Jefferson	1.17	Barnard & Bennett	Sept. 2, 1913	25,792 50	22.0
5404	Jefferson	1.75	Callahan & Prescott	Sept. 5, 1913	71,932 50	16.0
5409	Greene	0.23	Catskill Construction Co	Oct. 1, 1913	12,477 90	32.0
		632.56			$8,230,276 87	

5391	Chenango	0.40	Ballard & Mahar	Aug. 21, 1913	12,861 83	97.1
5392	Chemung	0.76	McGreevy, McGuigan & Baum	Oct. 2, 1913	31,991 00	.....
5393	Rensselaer	0.52	Edward Walsh	Sept. 8, 1913	38,635 50	.....
5394	Fulton	1.54	Warren Brothers	Sept. 30, 1913	20,074 00	26.0
5397	Ontario	1.74	Chambers & Barnes	Aug. 22, 1913	38,526 26	49.6
5398	Livingston	4.40	Flower City Construction Co	Aug. 27, 1913	84,925 65	.....
5399	Genesee	1.97	T. Fitzgerald Co	Sept. 30, 1913	114,276 50	.....
5400	Wyoming	8.89	Shaughnessy Construction Co	Sept. 29, 1913	166,452 55	3.0
5401	Steuben	0.85	Murray & Ford	Aug. 26, 1913	33,689 50	7.5
5403	Jefferson	1.17	Barnard & Bennett	Sept. 2, 1913	25,792 50	22.0
5404	Jefferson	1.75	Callahan & Prescott	Sept. 5, 1913	71,932 50	16.0
5409	Greene	0.23	Catskill Construction Co	Oct. 1, 1913	12,477 90	32.0
		632.56			$8,230,276 87	

APPENDIX F.

TABLES SHOWING REPAIRS AND RECONSTRUCTION CONTRACTS TO JANUARY 1, 1914.

STATUS OF CONTRACT WORK ON REPAIRS, REVISED TO JANUARY 1, 1914.

NAME OF CONTRACTOR.	Contract No.	Highway Number.	Miles.	County.	Class of resurfacing.	Oiling.	Contract price.	Amount of extra agreements.	Contract price plus amount of extra agreements.	Cost of oil.	Total cost.	Cost per mile.	Per cent. completed.
Harvey B. Sproul	70	20, 35, 50	8.37	Westchester	Bituminous macadam		$55,890 00	$2,481 00	$58,371 00		$58,371 00	$6,974 00	52
Wells Boughton Co	80	77	1.50	Rensselaer	Bituminous macadam		10,965 65	556 66	11,522 31		11,522 31	7,681 00	100
Wells Boughton Co	81	59	2.40	Saratoga	Bituminous macadam		14,389 65	—1,257 44	13,132 21		13,132 21	5,404 00	92
Merrit Const. Co	86A	657	0.07	Westchester	Retaining wall		2,161 83	—8 11	2,153 72		2,153 72		100
Scofield & Martin	87	5092		Dutchess	Bituminous macadam		3,118 00	630 43	3,748 43		3,848 43		100
Flood & Van Wirt Co	88	418	9.74	Warren	Bituminous macadam		50,280 00	411 46	50,691 46	$17,413 00	68,104 46	6,992 00	100
John E. Consalus	89	407	3.025	Schenectady	Bituminous macadam		10,608 90	1,524 50	12,133 40	3,666 69	15,800 09	5,223 00	100
John E. Consalus	90	613	5.60	Greene	Bituminous macadam		30,003 30	5,813 50	35,816 80	8,607 00	44,423 80	7,933 00	100
Mohonk Cont. Co	91	120	4.14	Montgomery	Bituminous macadam		24,087 75	5,874 00	29,961 75	7,348 00	37,309 75	9,012 00	100
Mohonk Cont. Co	92	108	1.40	Montgomery	Bituminous macadam		7,220 50	2,738 15	9,955 65	2,883 00	12,841 65	9,172 00	100
Mohonk Cont. Co	93	180	2.82	Montgomery	Bituminous macadam		14,337 75	1,107 22	15,444 97	5,725 00	21,169 97	7,507 00	100
John J. Herlihy Cont. Co.	94	691	5.75	Warren	Bituminous macadam		29,684 70	10,155 10	39,839 80	8,382 00	48,221 80	8,386 00	100
John J. Herlihy Cont. Co.	95	417	7.56	Warren	Bituminous macadam		39,000 00		39,030 00	13,943 00	52,973 00	7,007 00	100
Rob Roy Cont. Co	96	227	3.10	Rensselaer	Bituminous macadam		16,247 20	824 60	17,071 80	5,718 00	22,789 80	7,351 00	100
Rob Roy Cont. Co	97	195	4.01	Rensselaer	Concrete bitumen		26,033 60		26,033 60	1,779 00	27,812 60	6,938 00	100
W. F. Cogley	98	182	0.208	Jefferson	Retaining wall		10,360 00	400 00	10,760 00		10,760 00		100
Miller & Knickenberg	99	130	5.21	Erie	Brick		31,833 03	19,046 27	50,879 30		50,879 30	9,766 00	100
F. W. Knickenberg	99A	130	3.60	Erie		H. O.	3,274 00	2,177 45	5,451 45	1,530 00	6,981 45	1,939 00	100
F. G. Fowler Const. Co	100	865	0.92	Westchester	General repairs		1,448 00	1,019 99	2,467 99		2,467 99		100
Frank L. Cohen	101	69	1.10	Erie	Brick		20,911 00	13,463 25	34,374 25		34,374 25	31,249 00	100
W. J. Dwyer	102	132	1.13	Onondaga	Bituminous macadam		5,856 60		5,856 60	1,797 00	7,653 60	6,773 00	100
Daniel A. Kelley	103	9	0.58	Onondaga	Bituminous macadam		4,081 20	24 00	4,105 20	1,114 00	5,219 20	8,999 00	100
Daniel A. Kelley	104	429	2.829	Onondaga	Resurfacing		11,226 90		11,226 90	1,505 00	12,731 90	4,500 00	100
Wm. J. Dwyer	105	430	1.716	Onondaga	Resurfacing		5,785 20	—116 67	5,668 53	912 00	6,580 53	3,835 00	100
Wm. J. Dwyer	106	76	0.333	Onondaga	Resurfacing		4,691 10	—1,858 65	2,842 45	740 00	3,582 45	10,747 00	100
Daniel A. Kelley	107	215	2.00	Cortland	Resurfacing		9,007 20		9,007 20	1,451 00	10,458 20	5,229 00	100
Wm. J. Dwyer	108	8	1.20	Onondaga	Bituminous macadam		7,121 70		7,121 70	1,471 00	8,592 70	7,161 00	100
M. F. Dollard	109	22	2.248	Albany	Bituminous mac. and br.		19,974 90	6,290 39	26,265 29	880 00	27,145 29		100
J. J. Maloy	110	640	3.97	Schenectady		H. O.	2,014 10	490 00	2,504 10	1,080 00	3,584 10	903 00	100
J. J. Maloy	111	641	4.76	Schenectady		H. O.	2,477 37	240 00	2,717 37	1,260 00	3,977 37	836 00	100
Jerry Tracy	112	660	5.98	Niagara		C. O.	3,507 10	—0 40	3,506 70	1,396 00	4,902 70	820 00	100
Santanoni Const. Co	113	756	7.03	Essex	Bituminous asphalt		35,567 20	6,825 00	42,392 20	12,480 00	54,872 20	7,802 00	100
Schroeder-Hicks Con. Co.	114	62	6.237	Monroe	Bituminous macadam		41,406 70	555 89	41,962 59		41,962 59	6,728 00	100

STATUS OF CONTRACT WORK ON REPAIRS, REVISED TO JANUARY 1, 1914 — (*Continued*).

NAME OF CONTRACTOR.	Contract No.	Highway Number.	Miles.	County.	Class of resurfacing.	Oiling.	Contract price.	Amount of extra agreements.	Contract price plus amount of extra agreements.	Cost of oil.	Total cost.	Cost per mile.	Per cent. completed.
F. W. Knickenburg	194	373	8.77	Erie		H. O.	$3,060 00	$683 73	$3,743 73	$1,543 00	$5,286 73	$603 00	100
F. W. Knickenburg	195	523	8.86	Erie		H. O.	7,180 00	595 82	7,775 82	2,939 00	10,714 82	1,209 00	100
F. W. Knickenburg	196	524	5.34	Erie		H. O.	3,961 50	316 32	4,277 82	1,696 68	5,974 50	1,119 00	100
F. W. Knickenburg	197	527	9.47	Erie		H. O.	6,690 50	150 50	6,841 00	2,880 00	9,721 00	1,026 00	100
F. W. Knickenburg	198	528	7.34	Erie		H. O.	6,407 50	—12 35	6,395 15	2,167 47	8,562 62	1,167 00	100
F. W. Knickenburg	199	529	6.02	Erie		H. O.	4,754 00	815 43	5,569 43	1,487 16	7,056 59	1,172 00	100
F. W. Knickenburg	200	530	1.81	Erie		H. O.	1,133 00	39 12	1,172 12	450 00	1,622 12	896 00	100
F. W. Knickenburg	201	531	2.59	Erie		H. O.	1,627 50	510 93	2,138 43	540 00	2,678 43	1,034 00	100
F. W. Knickenburg	202	532	1.87	Erie		H. O.	1,339 00	574 87	1,913 87	480 00	2,393 87	1,280 00	100
F. W. Knickenburg	203	644	0.73	Erie		H. O.	532 00	93 00	625 00	277 20	902 20	1,236 00	100
D. F. Higgins	204	713	5.13	Niagara		H. O.	2,328 25	360 25	2,688 50	2,679 34	5,367 84	1,046 00	100
C. N. Stanthorpe	205	507	4.68	Niagara		H. O.	5,359 34	11 55	5,370 89	2,200 00	7,570 89	1,618 00	100
Jova & Kehoe	206	42	11.00	Orange		C. O.	7,657 50	511 65	8,169 15	3,630 30	11,799 45	1,073 00	100
Jova & Kehoe	207	5007	3.28	Orange		C. O.	1,780 50	.....	1,780 50	701 25	2,481 75	757 00	100
John E. Consalus	208	1	1.40	Schenectady		H. O.	2,004 00	217 20	2,221 20	460 00	2,681 20	1,915 00	100
Tracey Farley	209	268	1.00	Broome		H. O.	819 40	—198 50	620 90	40 70	661 60	661 60	100
Merritt Const. Co	212	34	1.72	Westchester		H. O.	1,614 86	—868 04	746 82	.....	746 82	.....	100
Merritt Const. Co	213	50	2.77	Westchester		C. O.	1,387 00	9 63	1,396 63	521 37	1,918 00	692 00	100
Merritt Const. Co	214	52	3.69	Westchester	Maintenance stone	.....	3,033 88	—848 68	2,185 20	.....	2,185 20	.....	100
Merritt Const. Co	216	54	1.34	Westchester		C. O.	746 00	78 72	824 72	273 51	1,098 23	820 00	100
Merritt Const. Co	217	149	6.62	Westchester		C. O.	2,898 00	—83 36	2,814 64	853 30	3,667 94	554 00	100
Merritt Const. Co	218	151	5.99	Westchester		C. O.	3,924 00	—144 43	3,779 57	837 13	4,616 70	771 00	100
Merritt Const. Co	219	261	5.86	Westchester		C. O.	2,668 00	59 28	2,727 28	1,591 70	4,318 98	737 00	100
Merritt Const. Co	220	262	1.00	Westchester		H. O.	860 02	132 88	992 90	367 00	1,059 90	1,060 00	100
Merritt Const. Co	221	332	3.25	Westchester		C. O.	1,580 00	52 68	1,632 68	1,024 87	2,657 55	818 00	100
Merritt Const. Co	222	780	2.91	Westchester		C. O.	1,048 00	66 76	1,114 76	564 34	1,679 10	577 00	100
Merritt Const. Co	223	901	1.81	Westchester		H. O.	1,942 05	14	1,942 19	788 22	2,730 41	1,508 00	100
Thos. J. Martin	224	5009	1.67	Dutchess		H. O.	1,716 00	1,683 32	3,443 32	891 00	4,334 32	2,595 00	100
Wm. H. Madden	225	591	2.50	Cayuga	Bituminous macadam	.....	12,781 20	—18 80	12,762 40	1,913 60	14,675 40	5,870 00	100
Wm. H. Madden	226	592	5.61	Cayuga	Bituminous macadam	.....	21,525 05	5 92	21,530 97	3,599 00	25,129 97	4,479 60	100
Wm. H. Madden	227	614	2.00	Cayuga	Bituminous macadam	.....	6,594 00	80 02	6,674 02	963 00	7,637 02	3,819 00	100
Fred H. Rhodey	228	386	3.473	Orleans		H. O.	2,767 39	—10 50	2,756 89	1,413 50	4,170 39	1,200 00	100
Fred H. Rhodey	229	387	5.801	Orleans		H. O.	4,456 79	—6 02	4,450 77	2,191 00	6,641 77	1,145 00	100

M. F. Dollard	146A	193	6.03	Albany		H. O.	5,014 00	1,791 65	6,805 65	2,409 21	9,214 86	1,528 00	100
M. F. Dollard	147	198	1.50	Albany		H. O.	380 00		380 00	418 00	798 00	532 00	100
M. F. Dollard	148	365		Albany	Maintenance stone		300 00	—60 39	239 61		239 61		100
M. F. Dollard	149	366	6.85	Albany		H. O.	4,800 00	424 50	5,224 50	1,717 65	6,942 15	1,013 00	100
M. F. Dollard	151	508	4.77	Albany		H. O.	3,530 00	1,007 64	4,537 64	1,353 73	5,891 37	1,235 00	100
John F. Gallagher	152	16	5.66	Ulster		H. O.	4,350 00	752 53	5,102 53	1,380 00	6,482 53	1,145 00	100
John F. Gallagher	153	31	5.72	Ulster		H. O.	7,150 00	1,990 33	9,140 33	1,364 00	10,504 33	1,836 00	100
John F. Gallagher	154	117	5.09	Ulster		H. O.	5,215 00	1,212 63	6,427 63	1,150 00	7,577 63	1,439 00	100
John F. Gallagher	155	229	6.91	Ulster		H. O.	8,380 00		8,380 00	543 00	8,923 00	1,291 00	100
John F. Gallagher	156	306	5.56	Ulster		H. O.	3,126 00	1,485 07	4,611 07	2,048 00	6,659 07	1,198 00	100
Upper Hudson Const. Co.	157	242	1.25	Saratoga	Bituminous macadam		5,297 15	1,319 96	6,617 11	1,591 00	8,208 11	6,566 00	100
McMahon & Fell	158	475	2.42	Niagara		H. O.	1,334 50	—174 05	1,160 45	1,050 50	2,210 95	914 00	100
McMahon & Fell	159	617	5.22	Niagara		C. O.	1,774 38	—443 57	1,330 81	1,293 52	2,624 33	503 00	100
Highway Const. Co	160	43	5.32	Orange	Bituminous macadam		17,951 10	1,270 26	19,221 36	3,402 00	22,623 36	4,251 00	100
Highway Const. Co	161	113	2.29	Orange		H. O.	1,592 50	722 67	2,315 17	707 41	3,022 58	1,320 00	100
Wm. H. Madden	162	335	5.20	Ontario	Bituminous macadam		16,882 40	—41 00	16,841 40	2,249 00	19,090 40	3,671 00	100
Wm. H. Madden	163	484	6.79	Ontario	Bituminous macadam		23,231 90	—2,343 00	20,888 90	2,593 00	23,481 90	3,458 00	100
Whitmore, Rauber & Vicinius	166	254	1.14	Monroe	Bituminous macadam		6,879 55	539 60	7,419 15	2,302 00	9,721 15	8,527 00	100
Wm. T. Shyne	167	197	3.33	Rensselaer		H. O.	1,830 00		1,830 00	1,045 00	2,875 00	863 00	100
Wm. T. Shyne	168	478	3.21	Rensselaer		H. O.	2,402 00		2,402 00	880 00	3,282 00	1,022 00	100
Samuel Beakin	169	343	2.23	Dutchess	Bituminous concrete		12,185 20	3,426 45	15,611 65	922 00	16,533 65	7,414 00	100
Whitmore, Rauber & Vicinius	170	82, 83	5.45	Monroe	Waterbound macadam		22,285 93	6,581 78	28,867 71	6,626 00	35,493 71	6,512 00	100
Whitmore, Rauber & Vicinius	171	166	2.65	Monroe	Waterbound macadam		16,354 21	6,896 98	23,251 19	6,382 00	29,633 19	11,182 00	100
St. Highway Const. Co	172	141	6.82	Ulster		H. O.	11,119 00	1,877 10	12,996 10	2,863 00	15,859 10	2,325 00	100
David Shoentag	173	142	2.95	Ulster	Bituminous macadam		21,589 50	3,358 99	24,948 49	4,700 00	29,648 49	10,050 00	100
Wm. T. Shyne	174	194	1.49	Rensselaer		H. O.	1,575 00	200 00	1,775 00	550 00	2,325 00	1,560 00	100
Wm. T. Shyne	176	201	3.60	Rensselaer		H. O.	2,706 00	1 33	2,707 33	1,190 00	3,897 33	1,083 00	100
Wm. T. Shyne	177	284	3.61	Rensselaer		H. O.	2,206 75		2,206 75	993 00	3,199 75	886 00	100
Wm. T. Shyne	178	285	3.65	Rensselaer		H. O.	2,120 75	732 82	2,853 57	1,001 00	3,854 57	1,056 00	100
Wm. T. Shyne	179	439	3.78	Rensselaer		H. O.	2,195 50	1,106 89	3,302 49	1,502 00	4,804 49	1,271 00	100
Wm. T. Shyne	182	536	5.19	Rensselaer		H. O.	3,625 00	640 00	4,265 00	1,485 00	5,750 00	1,108 00	100
Jas. J. Rigney	183	202	4.55	Rensselaer	Bituminous macadam		14,227 60	64 25	14,291 85	2,375 93	16,667 78	3,663 00	100
Jas. J. Rigney	184	5107	0.40	Rensselaer		H. O.	95 90	33 11	129 01	60 00	189 01	473 00	100
Wemple & Stuart	185	152	2.50	Montgomery		H. O.	1,991 30		1,991 30	1,032 90	3,024 20	1,210 00	100
Wemple & Stuart	186	302	2.00	Montgomery		H. O.	1,400 40	—1 82	1,398 58	546 24	1,944 82	972 00	100
Wemple & Stuart	187	303	2.21	Montgomery		H. O.	1,749 50	585 23	2,334 73	698 62	3,033 35	1,372 00	100
Dunbar Cont. Co	188	91	3.90	Rockland	Concrete, bituminous top		31,855 94	685 86	32,541 80	1,866 00	34,407 80	8,823 00	100
Dunbar Cont. Co	189	743	4.08	Suffolk	Bituminous macadam		14,064 52	16,024 67	30,089 19	8,165 00	38,254 19	9,376 00	100
F. W. Knickenburg	190	23	1.46	Erie		H. O.	975 00	152 56	1,127 56	437 04	1,564 60	1,072 00	100
F. W. Knickenburg	191	131	6.58	Erie		H. O.	4,462 00	773 15	5,235 15	2,190 24	7,425 39	1,127 00	100
F. W. Knickenburg	192	263	4.23	Erie		H. O.	3,896 00	570 18	4,466 18	1,720 00	6,186 18	1,462 00	100
F. W. Knickenburg	193	264	0.74	Erie		H. O.	630 00	81 18	711 18	204 00	915 18	1,237 00	100

* Stone used already on shoulders of road.

† Treatment changed from H. O. to Resurfacing owing to poor condition of the road.

STATUS OF CONTRACT WORK ON REPAIRS, REVISED TO JANUARY 1, 1914 — (*Continued*).

NAME OF CONTRACTOR.	Contract No.	Highway number.	Miles.	County.	Class of resurfacing.	Oiling.	Contract price.	Amount of extra agreements.	Contract price plus amount of extra agreements.	Cost of oil.	Total cost.	Cost per mile.	Per cent. completed.
H. W. Roberts & Co.....	284	406	3.875	Oneida.....	.....	C. O.	$1,985 00	$7 93	$1,977 07	$877 80	$2,854 87	$737 00	100
H. W. Roberts & Co.....	285	438	7.105	Oneida.....	.....	H. O.	2,303 00	672 58	2,980 58	2,206 62	5,187 20	730 00	100
H. W. Roberts & Co.....	286	559	9.09	Oneida.....	.....	C. O.	3,710 00	173 23	3,883 23	2,421 30	6,304 53	694 00	100
H. W. Roberts & Co.....	287	560	2.42	Oneida.....	.....	H. O.	1,362 00	270 49	1,632 49	985 93	2,618 42	1,082 00	100
H. W. Roberts & Co.....	288	561	4.48	Oneida.....	.....	C. O.	2,582 50	130 60	2,713 10	1,165 40	3,878 50	866 00	100
H. W. Roberts & Co.....	289	563	5.11	Oneida.....	.....	C. O.	970 00	262 40	1,232 40	1,409 94	2,642 34	517 00	100
H. W. Roberts & Co.....	290	71	2.28	Oneida.....	Bituminous macadam...	.....	4,879 10	317 53	5,196 63	693 00	5,889 63	2,583 00	100
H. W. Roberts & Co.....	291	140	0.38	Oneida.....	Bituminous macadam...	.....	2,297 15	—53 33	2,243 32	1,366 00	3,609 32	9,498 00	100
Samuel Beakin.....	292	570	5.02	Putnam.....	Bituminous macadam...	.....	26,795 40	8,026 52	34,821 92	7,912 00	42,733 92	8,513 00	100
Rob Roy Cont. Co.....	293	615	8.03	Columbia.....	.....	H. O.	8,796 30	641 41	9,437 71	3,563 38	13,001 09	1,619 00	100
John Anderson, Jr.....	298	736	4.12	Warren.....	Maintenance stone	.....	4,099 00	—1,183 00	2,916 00	.....	2,916 00	.....	100
D. A. Kelly.....	299	328	1.31	Onondaga.....	.....	H. O.	3,424 10	172 85	3,596 95	610 50	4,207 45	3,212 00	100
D. A. Kelly.....	300	208	0.54	Cortland*.....	.....	H. O.	1,781 20	68 51	1,849 71	459 35	2,309 06	4,276 00	100
D. A. Kelly.....	301	380	4.385	Cortland*.....	.....	H. O.	8,863 60	126 44	8,990 04	1,662 49	10,652 53	2,432 00	100
D. A. Kelly.....	302	535	2.70	Cortland*.....	.....	H. O.	7,592 00	306 01	7,898 01	1,020 81	8,918 82	3,081 00	100
Conroy & Nixdorf.....	303	314	4.37	Otsego.....	.....	C. O.	2,986 50	—44 18	2,942 32	1,659 30	4,601 62	1,053 00	100
Conroy & Nixdorf.....	304	315	3.537	Otsego.....	.....	H. O.	6,845 00	—1,252 00	5,593 00	1,781 00	7,374 00	2,085 00	100
Conroy & Nixdorf.....	305	678	2.64	Otsego.....	.....	H. O.	3,888 00	—983 50	2,904 50	968 00	3,872 50	1,467 00	100
Jas. F. Maher.....	306	337	1.58	Madison.....	.....	C. O.	690 50	1 45	691 95	304 85	996 80	631 00	100
Jas. F. Maher.....	307	339	3.287	Madison.....	.....	C. O.	1,557 00	13 25	1,570 25	462 62	2,032 87	618 00	100
Jas. F. Maher.....	308	506	2.18	Madison.....	.....	C. O.	1,219 00	67 70	1,286 70	418 93	1,705 63	782 00	100
Jas. F. Maher.....	309	811	2.39	Madison.....	.....	C. O.	1,665 00	50 00	1,715 00	394 20	1,715 00	878 00	100
W. J. Malley.....	310	328	.....	Onondaga.....	Retaining wall.....	.....	534 00	18 60	552 60	.....	552 60	.....	100
C. A. Dusenbury.....	311	699	6.57	Sullivan.....	Waterbound macadam..	.....	27,450 10	—2,066 93	24,483 17	2,970 00	27,453 17	4,178 00	100
P. D. Conley.....	312	5,043	.....	Tompkins†....	.....	H. O.	4,007 00	—3,531 00	476 00	.....	476 00	.....	....
Thos. J. Martin.....	313	609	1.63	Dutchess.....	.....	H. O.	1,435 50	424 38	1,859 88	841 00	2,700 88	1,657 00	100
Wm. F. Cogley.....	314	236	4.188	Jefferson.....	.....	H. O.	4,138 38	—688 88	3,449 50	1,888 70	5,338 20	1,275 00	100
Wm. F. Cogley.....	315	237	1.45	Jefferson.....	Bituminous macadam...	.....	8,367 70	—53 21	8,314 49	2,942 00	11,256 49	7,763 00	100
Wm. F. Cogley.....	316	235	2.225	Jefferson.....	Bituminous macadam...	.....	11,455 50	—15 09	11,440 41	3,476 00	14,916 41	6,704 00	100
Wm. Buckles.....	317	723	4.77	Washington....	.....	H. O.	4,462 10	2,197 54	6,659 64	2,864 00	9,523 64	1,997 00	100
Murray & Ford.....	318	28	3.40	Chemung.....	.....	H. O.	3,012 50	—33 23	2,979 27	1,135 89	4,115 16	1,208 00	100
Murray & Ford.....	319	355	4.51	Chemung.....	.....	H. O.	3,505 10	553 90	4,059 00	1,531 80	5,590 80	1,240 00	100
J. C. Rightmeyer.....	320	341	2.61	Columbia.....	.....	H. O.	2,679 00	367 55	3 046 55	1,338 15	4,384 70	1,680 00	100

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STATUS OF CONTRACT WORK ON REPAIRS, REVISED TO JANUARY 1, 1914—(*Continued*).

NAME OF CONTRACTOR.	Contract No.	Highway number.	Miles.	County.	Class of resurfacing.	Oiling.	Contract price.	Amount of extra agreements.	Contract price plus amount of extra agreements.	Cost of oil.	Total cost.	Cost per mile.	Per cent. completed.
John E. Consalus	367	589	3.81	Columbia	.....	H. O.	$6,261 00	$2,840 71	$3,440 29	$1,545 17	$4,985 46	$1,309 00	100
C. H. Flanigan	368	456	5.39	Herkimer	.....	H. O.	7,245 00	—612 50	6,632 50	1,954 86	8,587 36	1,593 00	100
C. H. Flanigan	369	457	2.76	Herkimer	Bituminous macadam	.....	19,767 00	—984 95	18,782 05	6,320 60	25,102 65	9,095 00	100
Aetna Cont. Co	370	689	3.50	Rockland	.....	H. O.	1,398 40	4,213 27	5,611 67	554 00	6,165 67	1,762 00	100
Aetna Cont. Co	371	690	4.16	Rockland	.....	H. O.	2,357 50	—905 00	3,262 50	1,001 00	4,263 50	1,025 00	100
Aetna Cont. Co	372	728	2.82	Rockland	.....	H. O.	1,325 30	326 50	1,651 80	677 10	2,328 90	826 00	100
Whitemore, Rauber & Vicinius	373	6	0.99	Monroe	Bituminous macadam	.....	8,897 08	1,294 73	10,191 81	2,001 00	12,192 81	12,316 00	100
Rob Roy Cont. Co	374	185	1.00	Jefferson	.....	H. O.	1,004 90	.....	1,004 90	387 20	1,392 10	1,392 00	100
Rob Roy Cont. Co	375	234	6.89	Jefferson	.....	H. O.	5,934 20	.....	5,934 20	2,668 60	8,602 80	1,248 00	100
Rob Roy Cont. Co	376	426	4.06	Jefferson	.....	H. O.	4,651 50	20	4,651 70	1,282 68	5,934 38	1,462 00	100
Thos. J. Martin	377	9003, 9004	0.83	Dutchess	Bituminous macadam	.....	2,762 00	1,513 00	4,275 00	716 00	4,991 00	6,013 00	100
John C. Bradley	378	742	4.33	Steuben	.....	H. O.	4,135 00	86 77	4,221 77	1,784 00	6,005 77	1,387 00	100
Dunbar Cont. Co	379	694	4.70	Suffolk	.....	H. O.	4,730 00	936 05	5,666 05	776 00	6,442 05	1,371 00	100
Dunbar Cont. Co	380	794	3.50	Suffolk	.....	H. O.	3,180 00	803 65	3,983 65	620 00	4,603 65	1,315 00	100
F. W. Truesdale	381	269	4.30	Monroe	.....	H. O.	2,798 00	926 25	3,724 25	1,511 40	5,235 65	1,218 00	100
Rob Roy Cont. Co	382	427	5.466	Jefferson	.....	H. O.	3,704 00	.....	3,704 00	1,098 00	4,802 00	879 00	100
Rob Roy Cont. Co	383	428	4.882	Jefferson	.....	H. O.	3,289 50	45 08	3,334 58	933 03	4,267 61	874 00	100
John E. Johnson	384	371	2.79	Erie	Brick	.....	62,004 14	12,084 81	74,088 95	.....	74,088 95	26,555 00	75
Thos. J. Martin	385	549	0.25	Dutchess	Hassam concrete	.....	3,062 48	194 40	3,256 88	.....	3,256 88	13,028 00	100
Flood & Van Wirt	386	361	1.00	Fulton	Bituminous macadam	.....	6,013 85	—3 10	6,013 75	1,533 00	8,146 75	8,147 00	100
John E. Johnson	387	853	4.07	Genesee	.....	H. O.	2,222 00	668 46	2,890 46	764 00	3,654 46	898 00	100
John E. Johnson	388	5,020, 586	3.46	Genesee	.....	H. O.	3,108 60	171 13	3,279 73	923 00	4,202 73	1,214 00	100
James Conway	389	137	4.52	Clinton	.....	C. O.	3,115 00	—96 88	3,018 12	1,206 50	4,224 62	935 00	100
James Conway	390	651	5.58	Clinton*	.....	H. O.	3,717 50	—822 05	2,895 45	.....	2,895 45	.....	....
Thos. O'Brien	391	147	3.92	Jefferson*	Brick	.....	30,689 34	-19,973 84	10,715 50	.....	10,715 50	.....	....
Miller Bros.	392	105	0.35	Schenectady	.....	H. O.	340 00	1 30	341 30	111 00	452 30	1,292 00	100
Miller Bros.	393	106	0.132	Schenectady	.....	H. O.	130 00	2 60	132 60	47 00	179 60	1,361 00	100
D. A. Kelley	394	273	1.30	Seneca	.....	C. O.	2,144 21	—2 28	2,141 93	351 00	2,492 93	1,918 00	100
D. A. Kelley	395	320	5.72	Seneca	.....	C. O.	8,924 24	—2,551 78	6,372 46	1,071 00	7,443 46	1,301 00	100
Burns & McConville	396	732	8.79	St. Lawrence†	.....	H. O.	8,429 85	—1,697 79	6,732 06	903 00	7,635 06	.....	....
Burns & McConville	397	733	8.02	St. Lawrence†	.....	H. O.	7,063 00	—5,815 00	1,248 00	.....	1,248 00	.....	....

J. J. Malley	321	577	7.10	Schenectady		H. O.	4,991 00	1,073 77	6,064 22	1,627 00	7,691 22	1,083 00	100
Miller Bros	322	163	1.71	Schenectady		H. O.	851 25	1 26	855 51	464 00	1,319 51	772 00	100
Miller Bros	323	788	7.32	Schenectady		H. O.	2,852 00	593 91	3,445 91	1,206 00	4,651 91	636 00	100
Rob Roy Cont. Co	324	183	3.03	Jefferson	Bituminous macadam	.....	13,842 00	379 95	14,221 95	4,403 00	18,624 95	6,147 00	100
Jas. Conway	325	57	1.00	Clinton		C. O.	435 00	20 05	455 05	350 66	805 71	805 71	100
Jas. Conway	326	136	1.75	Clinton		H. O.	1,431 20	—46 71	1,384 49	666 49	2,050 98	1,172 00	100
Jas. Conway	327	258	5.44	Clinton		H. O.	4,544 80	—35	4,544 45	2,006 85	6,551 30	1,204 00	100
Flood & Van Wirt	328	247	3.14	Fulton	Bituminous macadam	.....	14,148 70	3,174 00	17,322 70	4,936 00	22,258 70	7,039 00	100
Andrew Kedian	329	276	4.14	Monroe		H. O.	3,769 60	138 71	3,908 31	1,424 83	5,333 14	1,238 00	100
Andrew Kedian	330	399	6.84	Monroe		H. O.	4,653 80	1,300 34	5,954 14	1,845 52	7,799 66	1,140 00	100
Chas. F. Gallagher	331	79	7.585	Monroe		H. O.	8,035 80	—519 76	7,516 04	3,373 92	10,889 96	1,436 00	100
Chas. F. Gallagher	332	63	2.254	Monroe		H. O.	1,539 80	—132 32	1,407 48	649 44	2,056 92	912 00	100
Henry C. Kennedy	333	172	0.70	Monroe		H. O.	729 12	4 46	733 58	363 41	1,096 99	1,567 00	100
Henry C. Kennedy	334	99	2.96	Monroe		C. O.	2,084 00	118 40	2,202 40	625 60	2,828 00	955 00	100
Henry C. Kennedy	335	94	4.226	Monroe		H. O.	3,303 20	438 63	3,741 83	1,760 99	5,502 82	1,302 00	100
John Quinn	336	493	6.26	Monroe		H. O.	5,474 40	68 12	5,542 52	2,477 86	8,020 38	1,281 00	100
Wm. J. Glynn	337	257	3.36	Monroe		H. O.	4,291 00	—123 35	4,167 65	1,423 95	5,591 60	1,664 00	100
Wm. J. Glynn	338	165	2.063	Monroe		H. O.	2,542 68	64 90	2,607 58	1,084 60	3,692 18	1,790 00	100
Wm. J. Glynn	339	256	3.601	Monroe		H. O.	4,760 44	—90 00	4,670 44	1,421 20	6,091 64	1,692 00	100
Leary & Morrison	340	60	3.039	Monroe		H. O.	1,956 00	—184 37	1,771 63	1,039 39	2,811 02	925 00	100
Leary & Morrison	341	61	1.304	Monroe		H. O.	1,065 96	5 30	1,071 26	630 30	1,701 56	1,305 00	100
Leary & Morrison	342	79	0.27	Monroe		H. O.	263 00	—30 70	232 30	151 61	383 91	1,422 00	100
Leary & Morrison	343	474	1.95	Monroe		H. O.	2,111 20	—38 33	2,072 87	1,016 51	3,089 38	1,584 00	100
McCarthy & Wall	344	482	2.23	Livingston		H. O.	2,202 90	—203 37	1,999 53	761 09	2,760 62	1,238 00	100
McCarthy & Wall	345	622	5.20	Livingston		H. O.	5,157 30	82 37	5,239 67	2,603 81	7,843 48	1,508 00	100
McCarthy & Wall	346	623	6.99	Livingston		H. O.	4,404 00	212 39	4,616 39	2,241 47	6,857 86	981 00	100
John Henrick	348	278	2.41	Oswego		H. O.	2,333 75	169 38	2,503 13	1,243 00	3,746 13	1,554 00	100
John Henrick	349	279	2.48	Oswego		H. O.	2,784 50	80 60	2,865 10	1,284 00	4,149 10	1,673 00	100
John Henrick	350	370	0.479	Oswego		H. O.	495 00	10 50	505 50	259 00	764 50	1,596 00	100
John Henrick	351	451	1.99	Oswego		H. O.	1,248 55	—245 03	1,003 52	711 00	1,714 52	861 00	100
John Henrick	353	539	2.09	Oswego		H. O.	2,671 00	109 30	2,780 30	1,341 00	4,121 30	1,972 00	100
John Henrick	354	653	5.06	Oswego		H. O.	5,994 50	—375 55	5,618 95	2,627 00	8,245 95	1,630 00	100
James Hallinam	355	183	2.29	Herkimer	Bituminous macadam	.....	8,402 00	1,697 57	10,099 57	2,554 00	12,653 57	5,526 00	100
John E. Consalus	356	385, 176	5.68	Albany		H. O.	7,347 05	—24 70	7,322 35	1,452 00	8,774 35	1,545 00	100
Kingsbury Const. Co	357	103	1.31	Washington		H. O.	1,241 00	22 80	1,263 80	716 00	1,979 80	1,511 00	100
Kingsbury Const. Co	358	720	5.20	Washington		H. O.	3,993 50	5 36	3,998 86	1,972 05	5,970 91	1,148 00	100
D. L. Taylor	359	458	3.69	Herkimer		H. O.	6,623 80	—202 87	6,420 93	3,944 27	10,365 20	2,809 00	100
D. L. Taylor	360	459	5.53	Herkimer		H. O.	6,955 00	—605 97	6,349 03	2,156 91	8,505 94	1,538 00	100
D. L. Taylor	361	233	1.64	Herkimer	Bituminous macadam	.....	9,410 94	—160 59	9,250 35	3,312 00	12,562 35	7,660 00	100
Wemple & Stewart	362	32	.....	Montgomery†		.....	1,707 80	—1,052 49	655 31	.....	.....	.....	...
Wemple & Stewart	364	299	2.77	Montgomery		H. O.	2,130 00	.....	2,130 00	858 00	2,988 00	1,079 00	100
Wemple & Stewart	365	300	1.13	Montgomery		H. O.	885 00	1 89	886 89	352 77	1,239 66	1,097 00	100
Wemple & Stewart	366	347	2.87	Montgomery		H. O.	2,795 00	—242 10	2,552 90	952 00	3,504 90	1,221 00	100

* Includes patching old macadam.
† Contract cancelled.
‡ Contract cancelled, part of material delivered.

STATUS OF CONTRACT WORK ON REPAIRS, REVISED TO JANUARY 1, 1914 — (*Continued*).

NAME OF CONTRACTOR.	Contract No.	Highway number.	Miles.	County.	Class of resurfacing.	Oiling.	Contract price.	Amount of extra agreements.	Contract price plus amount of extra agreements.	Cost of oil.	Total cost.	Cost per mile.	Per cent. completed.
John E. Consalus	367	589	3.81	Columbia		H. O.	$6,261 00	$2,840 71	$3,440 29	$1,545 17	$4,985 46	$1,309 00	100
C. H. Flanigan	368	456	5.39	Herkimer		H. O.	7,245 00	—612 50	6,632 50	1,954 86	8,587 36	1,593 00	100
C. H. Flanigan	369	457	2.76	Herkimer	Bituminous macadam		19,767 00	—984 95	18,782 05	6,320 60	25,102 65	9,095 00	100
Aetna Cont. Co	370	689	3.50	Rockland		H. O.	1,398 40	4,213 27	5,511 67	554 00	6,165 67	1,762 00	100
Aetna Cont. Co	371	690	4.16	Rockland		H. O.	2,357 50	—905 00	3,262 50	1,001 00	4,263 50	1,025 00	100
Aetna Cont. Co	372	728	2.82	Rockland		H. O.	1,325 30	326 50	1,651 80	677 10	2,328 90	826 00	100
Whitemore, Rauber & Vicinius	373	6	0.99	Monroe	Bituminous macadam		8,897 08	1,294 73	10,191 81	2,001 00	12,192 81	12,316 00	100
Rob Roy Cont. Co	374	185	1.00	Jefferson		H. O.	1,004 90		1,004 90	387 20	1,392 10	1,392 00	100
Rob Roy Cont. Co	375	234	6.89	Jefferson		H. O.	5,934 20		5,934 20	2,668 60	8,602 80	1,248 00	100
Rob Roy Cont. Co	376	426	4.06	Jefferson		H. O.	4,651 50	20	4,651 70	1,282 68	5,934 38	1,462 00	100
Thos. J. Martin	377	9003, 9004	0.83	Dutchess	Bituminous macadam		2,762 00	1,513 00	4,275 00	716 00	4,991 00	6,013 00	100
John C. Bradley	378	742	4.33	Steuben		H. O.	4,135 00	86 77	4,221 77	1,784 00	6,005 77	1,387 00	100
Dunbar Cont. Co	379	694	4.70	Suffolk		H. O.	4,730 00	936 05	5,666 05	776 00	6,442 05	1,371 00	100
Dunbar Cont. Co	380	794	3.50	Suffolk		H. O.	3,180 00	803 65	3,983 65	620 00	4,603 65	1,315 00	100
F. W. Truesdale	381	269	4.30	Monroe		H. O.	2,798 00	926 25	3,724 25	1,511 40	5,235 65	1,218 00	100
Rob Roy Cont. Co	382	427	5.466	Jefferson		H. O.	3,704 00		3,704 00	1,098 00	4,802 00	879 00	100
Rob Roy Cont. Co	383	428	4.882	Jefferson		H. O.	3,289 50	45 08	3,334 58	933 03	4,267 61	874 00	100
John E. Johnson	384	371	2.79	Erie	Brick		62,004 14	12,084 81	74,088 95		74,088 95	26,555 00	75
Thos. J. Martin	385	549	0.25	Dutchess	Hassam concrete		3,062 48	194 40	3,256 88		3,256 88	13,028 00	100
Flood & Van Wirt	386	361	1.00	Fulton	Bituminous macadam		6,015 85	—3 10	6,013 75	1,533 00	8,146 75	8,147 00	100
John E. Johnson	387	853	4.07	Genesee		H. O.	2,222 00	668 46	2,890 46	764 00	3,654 46	898 00	100
John E. Johnson	388	5,020, 586	3.46	Genesee		H. O.	3,108 60	171 13	3,279 73	923 00	4,202 73	1,214 00	100
James Conway	389	137	4.52	Clinton		C. O.	3,115 00	—96 88	3,018 12	1,206 50	4,224 62	935 00	100
James Conway	390	651	5.58	Clinton*		H. O.	3,717 50	—822 05	2,895 45		2,895 45		
Thos. O'Brien	391	147	3.92	Jefferson*	Brick		30,689 34	-19,973 84	10,715 50		10,715 50		
Miller Bros	392	105	0.35	Schenectady		H. O.	340 00	1 30	341 30	111 00	452 30	1,292 00	100
Miller Bros	393	106	0.132	Schenectady		H. O.	130 00	2 60	132 60	47 00	179 60	1,361 00	100
D. A. Kelley	394	273	1.30	Seneca		C. O.	2,144 21	—2 28	2,141 93	351 00	2,492 93	1,918 00	100
D. A. Kelley	395	320	5.72	Seneca		C. O.	8,924 24	—2,551 78	6,372 46	1,071 00	7,443 46	1,301 00	100
Burns & McConville	396	732	8.79	St. Lawrence†		H. O.	8,429 85	—1,697 79	6,732 06	903 00	7,635 06		
Burns & McConville	397	733	8.02	St. Lawrence†		H. O.	7,063 00	—5,815 00	1,248 00		1,248 00		

J. C. Rightmeyer	398	650	5.66	Columbia	Spreading st. and gr		2,294 75		2,294 75		2,294 75		100
	399	762	6.02	Columbia	Spreading st. and gr		1,701 50		1,701 50		1,701 50		100
F. L. Breese Const. Co	400	13	2.60	Chemung		H. O.	2,348 20	—40 64	2,307 56	621 14	2,928 70	1,126 00	100
Samuel Beskin	401	223	1.00	Dutchess		H. O.	1,555 00	118 60	1,673 60	438 46	2,112 06	2,112 00	100
James J. Rigney	402	102	2.05	Rensselaer		H. O.	1,386 00	914 69	2,300 69	476 00	2,776 69	1,355 00	100
Guy B. Dickinson	403	555		Onondaga	Bridge approach		2,068 35	—134 80	1,933 55		1,933 55		100
M. F. Dollard	404	92	1.74	Albany		H. O.	1,796 60	—81	1,795 79	763 47	2,559 26	1,471 00	100
Wm. H. Madden	405	637	0.409	Ontario	Bridge approach		3,186 80	328 47	3,515 27	532 52	4,047 79		100
W. B. Riddell	406	804		Warren	Straightening alignment of road		3,060 50		3,060 50		3,060 50		88
Lane Const. Corp	407	845, 5049	6.59	Tioga		H. O.	5,997 40						46
Hendrickson, McCabe Const. Co	408	29,357,358 725, 356¶	18.99	Chemung	Bit. mat. A residuum	H. O.	19,746 72						
	409‡												
	410§												
	411§												
	412‡												
John F. Donovan	413	5000	3.23	Ulster		C. O.	4,432 72						97
Fred J. Kinney	414	623, 910–12	12.15	Suffolk		C. O.	11,993 65						74
	415§												
	416§												
William F. Cogley	417	359, 460–61	14.26	Herkimer		H. O.	14,881 00						98
Dana W. Robbins	418	839, 369, 368, 297		Oneida		H. O.	12,050 75			13,357 50			93
Richard Hopkins	419	722, 5033	5.02	Washington		H. O.	6,789 45	—3 40	6,786 05		6,786 05	1,352 00	100
	420§												
James Conway	421	56, 137	1.55	Clinton		H. O.	1,715 30			‖			95
John J. Vedder	422	298, 345, 347, 321, 301, 107, 155, 304, 346	29.13	Montgomery		H. O.	23,961 12						56
J. C. Richtmeyer	423	649	1.02	Columbia	Bit. mat. T cold		942 04						
John J. Vedder	424	248, 543	6.73	Fulton	Bit. mat. T cold		6,716 32						
Thomas M. Navagh	425	340, 442, 443	10.36	Saratoga		H. O.	5,453 64						98
	426§												
	427§												
	428§												
	429§												
Roger B. Kennedy	430	147	3.94	Jefferson	Brick and bit. mac		22,738 30			5,082 80			62
	431§												

* Contract cancelled.
† Contract cancelled before work could be completed.
‡ No bids received.
§ All proposals rejected.
‖ Record of cost not available.
¶ Part of Highway No. 356.

STATUS OF CONTRACT WORK ON REPAIRS, REVISED TO JANUARY 1, 1914 — (*Concluded*).

NAME OF CONTRACTOR.	Contract No.	Highway number.	Miles.	County.	Class of resurfacing.	Oiling.	Contract price.	Amount of extra agreements.	Contract price plus amount of extra agreements.	Cost of oil.	Total cost.	Cost per mile.	Per cent. completed.
Roger B. Kennedy	432‡												
	433‡												
R. D. Cooper	434	360	0.35	Herkimer	Bituminous macadam		$3,309 00	—75 00	3,234 00				
William F. Cogley	435	458	1.30	Herkimer	Bituminous macadam		9,513 00	—31 50	9,481 50				36
Richard Hopkins	436	217, 145, 239, 5045	10.00	Delaware		H. O.	13,193 00	†2,055 00	15,248 00				
Schunnemunk Const. Co.	437	156, 159	6.59	Orange	Bit. mat. T. Cold		4,750 21						80
Burns Bros. & Haley	438	427	0.20	Jefferson	Brick		7,722 00						83
William F. Cogley	439	701	4.51	Franklin	Bituminous macadam T.		31,126 20						
Creeden & Pitou	440	277	3.44	Hamilton	Bituminous macadam T.		28,609 18						
	441‡												
Henry P. Burgard	442	263	4.23	Erie	Brick		74,370 00						
	443	264	0.74	Erie	Brick		13,103 00						
McGuire & Fahey	444	272	1.21	Erie	Rock asphalt		8,836 00						
Frank L. Cohen	445	645	4.64	Erie	Rock asphalt		36,866 00						30
McGuire & Fahey	446	642	6.03	Erie	Rock asphalt		33,331 20						
Cold Spring Const. Co.	447	373	0.50	Erie	Rock asphalt		3,481 00	3,431 00	6,912 00				99
	448†												
Thomas M. Navagh	449	842, 610 59, 39	2.48	Saratoga	Bituminous macadam		19,828 99	540 50	20,369 49				48
	450‡												
John J. Vedder	451	361	1.22	Fulton	Bituminous macadam		8,188 43	—47 00	8,141 43		8,141 43	6,673 00	100
Flood & Van Wirt Co.	452	656, 85	2.25	Warren, Wash'n	Bituminous macadam		15,756 80	—15 98	15,740 82		15,740 82	6,996 00	100
Roger B. Kennedy	453	5107, 202	1.30	Rensselaer	Bituminous mac. and br.		23,831 41	—6,097 90	17,733 51				60
Mohonk Cont. Co.	454	96, 158	1.34	Montgomery	Bituminous macadam		8,817 50	—28 75	8,788 75		8,788 75	6,559 00	100
John J. Vedder	455	864		Montgomery	Repairing embankment		802 50	—28 25	774 25		774 25		100
Dana W. Robbins	456	657	5.58	Clinton	Bituminous macadam		28,696 80						
Beede Brothers	457	232	2.64	Essex	Bituminous macadam		14,502 96	—142 76	14,360 20		14,360 20	5,818 00	100
S. B. Van Wagener	458	362, 363	2.49	Fulton	Bituminous macadam		14,404 05	197 50	14,601 55				47
	459a												
Rob Roy Const. Co.	460	179	0.57	Schenectady	Brick		18,001 70						75
	461*												
J. J. Malloy	462	385	2.90	Albany	Bituminous macadam		24,046 20						87
Rob Roy Const. Co.	463	176	0.34	Albany	Brick		9,470 00						76

Rob Roy Const. Co.	464‡												
	465‡												
	466v												
John W. Flynn	467	957, 790, 604	1.04	Albany	Brick and bit. mac.		28,416 10						21
John H. Gordon	468	22	0.50	Albany	Brick		14,351 00		14,351 00				99
Lane Const. Corp	469	47, 420, 421, 275, 174, 175, 374, 134, 445	22.28	Broome		H. O.	22,458 20						22
	470*												
	471a												
J. H. Weidman	472	184	3.00	Jefferson	Bituminous macadam		14,377 00						43
Geo. B. Powers	473	445, 547, 436, 435		Nassau†									
	474‡												
Bridgeport Const. Co.	475	42	3.67	Orange	Bit. mat. T. Hot		20,973 70	744 13	21,717 83				
DeGraff & Hogeboom	476	43	5.32	Orange	Bituminous macadam		25,633 00						63
Richard Hopkins	477	5032	5.00	St. Lawrence	Bit. mat. T. Cold		6,208 20	35 85	6,244 05		6,244 05	1,249 00	100
Rob Roy Const. Co.	478	1	0.50	Schenectady	Brick		15,348 55						22
Aetna Cont. Co.	479	689, 5002, 90, 593, 516		Rockland†									
Murray & Ford	480	5047	1.64	Schenectady	Bit. mat. T. Hot		2,058 00						

* No bids received.
† Contract cancelled.
‡ All proposals rejected.
a Not awarded.
v Withdrawn.

TABLE SHOWING RECONSTRUCTION CONTRACTS AWARDED UP TO JANUARY 1, 1914.

Highway No.	County	Length	Contractor	Date of contract	Contract price plus special agreements	Percentage completed to December 31, 1913
2-R	Erie	4.61	Frank V. Brotsch Co	Oct. 1, 1909	$83,900 00	100
2-R-2	Erie	1.86	John Johnson Construction Co	June 12, 1912	67,524 66	100
27-R	Erie	1.16	Frank V. Brotsch Co	Oct. 1, 1910	19,100 00	100
66-R	Erie	0.95	Frederick A. Brotsch	Oct. 1, 1909	21,494 86	100
67-R	Erie	3.41	Frank V. Brotsch Co	Oct. 1, 1909	55,500 00	100
68-R	Erie	1.17	Frank V. Brotsch Co	Oct. 1, 1909	24,967 79	100
145-R	Delaware	1.00	Creeden & Pitou	May 27, 1910	11,814 87	100
		14.16			$284,302 18	

APPENDIX G.

STATEMENT IN CONSECUTIVE NUMERICAL ORDER, SHOWING THOSE HIGHWAYS CONSTRUCTED BY THE VARIOUS COUNTIES AND TAKEN OVER BY THE STATE FOR MAINTENANCE AS STATE OR COUNTY HIGHWAYS, PURSUANT TO SECTION 178 OF THE HIGHWAY LAW, AS AMENDED BY CHAPTER 362, LAWS OF 1911.

TABLE SHOWING HIGHWAYS BUILT BY VARIOUS COUNTIES AND TAKEN OVER BY THE STATE FOR MAINTENANCE UP TO JANUARY 1, 1914.

Highway No.	Name of Highway	County	Town	Miles in village	Miles in town	Total mileage
9000....	Spring Valley—Suffern.....	Rockland.....	Ramapo.....	.....	4.31	4.31
9001....	Middleport—Ridge.....	Niagara.....	Hartland.....	.....	2.40	2.69
			Royalton.....	.....	0.29	
9002....	Barker—Johnson Creek, Part 1.....	Niagara.....	Somerset.....	.....	2.75	2.75
9003....	State Hospital.....	Dutchess.....	Poughkeepsie.....	.....	1.44	1.44
9004....	Vanderbilt.....	Dutchess.....	Hyde Park.....	.....	0.83	0.83
9005....	Coyles Corners—Short Clove.....	Rockland.....	Clarkstown.....	.....	7.30	7.30
9006....	Pearl River—Nanuet.....	Rockland.....	Orangetown.....	.....	2.50	3.75
			Clarkstown.....	.....	1.25	
9007....	Duane Center—Mountain Road.....	Franklin.....	Duane.....	.....	9.43	15.43
			Brighton.....	.....	6.00	
				.....	38.51	38.51

J. J. Malley	321	577	7.10	Schenectady		H. O.	4,991 00	1,073 77	6,064 22	1,627 00	7,691 22	1,083 00	100
Miller Bros.	322	163	1.71	Schenectady		H. O.	651 25	1 26	855 51	464 00	1,319 51	772 00	100
Miller Bros.	323	788	7.32	Schenectady		H. O.	2,852 00	593 91	3,445 91	1,206 00	4,651 91	636 00	100
Rob Roy Cont. Co.	324	183	3.03	Jefferson	Bituminous macadam	.....	13,842 00	379 95	14,221 95	4,403 00	18,624 95	6,147 00	100
Jas. Conway	325	57	1.00	Clinton		C. O.	435 00	20 05	455 05	350 66	805 71	805 71	100
Jas. Conway	326	136	1.75	Clinton		H. O.	1,431 20	—46 71	1,384 49	666 49	2,050 98	1,172 00	100
Jas. Conway	327	258	5.44	Clinton		H. O.	4,544 80	—35	4,544 45	2,006 85	6,551 30	1,204 00	100
Flood & Van Wirt	328	247	3.14	Fulton	Bituminous macadam	.....	14,148 70	3,174 00	17,322 70	4,936 00	22,258 70	7,039 00	100
Andrew Kedian	329	276	4.14	Monroe		H. O.	3,769 60	138 71	3,908 31	1,424 83	5,333 14	1,288 00	100
Andrew Kedian	330	399	6.84	Monroe		H. O.	4,653 80	1,300 34	5,954 14	1,845 52	7,799 66	1,110 00	100
Chas. F. Gallagher	331	79	7.585	Monroe		H. O.	8,035 80	—519 76	7,516 04	3,373 92	10,889 96	1,436 00	100
Chas. F. Gallagher	332	63	2.254	Monroe		H. O.	1,539 80	—132 32	1,407 48	649 44	2,056 92	912 00	100
Henry C. Kennedy	333	172	0.70	Monroe		H. O.	729 12	4 46	733 58	363 41	1,096 99	1,567 00	100
Henry C. Kennedy	334	99	2.96	Monroe		C. O.	2,084 00	118 40	2,202 40	625 60	2,828 00	955 00	100
Henry C. Kennedy	335	94	4.226	Monroe		H. O.	3,303 20	438 63	3,741 83	1,760 99	5,502 82	1,302 00	100
John Quinn	336	493	6.26	Monroe		H. O.	5,474 40	68 12	5,542 52	2,477 86	8,020 38	1,281 00	100
Wm. J. Glynn	337	257	3.36	Monroe		H. O.	4,291 00	—123 35	4,167 65	1,423 95	5,591 60	1,664 00	100
Wm. J. Glynn	338	165	2.063	Monroe		H. O.	2,542 68	64 90	2,607 58	1,084 60	3,692 18	1,790 00	100
Wm. J. Glynn	339	256	3.601	Monroe		H. O.	4,760 44	—90 00	4,670 44	1,421 20	6,091 64	1,632 00	100
Leary & Morrison	340	60	3.039	Monroe		H. O.	1,956 00	—184 37	1,771 63	1,039 39	2,811 02	925 00	100
Leary & Morrison	341	61	1.304	Monroe		H. O.	1,065 96	5 30	1,071 26	630 30	1,701 56	1,305 00	100
Leary & Morrison	342	79	0.27	Monroe		H. O.	263 00	—30 70	232 30	151 61	383 91	1,422 00	100
Leary & Morrison	343	474	1.95	Monroe		H. O.	2,111 20	—38 33	2,072 87	1,016 51	3,089 38	1,584 00	100
McCarthy & Wall	344	482	2.23	Livingston		H. O.	2,202 90	—203 37	1,999 53	761 09	2,760 62	1,238 00	100
McCarthy & Wall	345	822	5.20	Livingston		H. O.	5,157 30	82 37	5,239 67	2,603 81	7,843 48	1,508 00	100
McCarthy & Wall	346	623	6.99	Livingston		H. O.	4,404 00	212 39	4,616 39	2,241 47	6,857 86	981 00	100
John Henrick	348	278	2.41	Oswego		H. O.	2,333 75	169 38	2,503 13	1,243 00	3,746 13	1,554 00	100
John Henrick	349	279	2.48	Oswego		H. O.	2,784 50	80 60	2,865 10	1,284 00	4,149 10	1,673 00	100
John Henrick	350	370	0.479	Oswego		H. O.	495 00	10 50	505 50	259 00	764 50	1,596 00	100
John Henrick	351	451	1.99	Oswego		H. O.	1,248 55	—245 03	1,003 52	711 00	1,714 52	861 00	100
John Henrick	353	539	2.09	Oswego		H. O.	2,671 00	109 30	2,780 30	1,341 00	4,121 30	1,972 00	100
John Henrick	354	653	5.06	Oswego		H. O.	5,994 50	—375 55	5,618 95	2,627 00	8,245 95	1,630 00	100
James Hallinan	355	133	2.29	Herkimer	Bituminous macadam	.....	8,402 00	1,697 57	10,099 57	2,554 00	12,653 57	5,526 00	100
John E. Consalus	356	385, 176	5.66	Albany		H. O.	7,347 05	—24 70	7,322 35	1,452 00	8,774 35	1,845 00	100
Kingsbury Const. Co.	357	103	1.31	Washington		H. O.	1,241 00	22 80	1,263 80	716 00	1,979 80	1,511 00	100
Kingsbury Const. Co.	358	720	5.20	Washington		H. O.	3,993 50	5 36	3,998 86	1,972 05	5,970 91	1,148 00	100
D. L. Taylor	359	458	3.69	Herkimer		H. O.	6,623 80	—202 87	6,420 93	3,944 27	10,365 20	2,809 00	100
D. L. Taylor	360	459	5.53	Herkimer		H. O.	6,955 00	—605 97	6,349 03	2,156 91	8,505 94	1,538 00	100
D. L. Taylor	361	233	1.64	Herkimer	Bituminous macadam	.....	9,410 94	—160 59	9,250 35	3,312 00	12,562 35	7,660 00	100
Wemple & Stewart	362	32	.....	Montgomery†		.....	1,707 80	—1,052 49	655 31	.....	.....	.....	.....
Wemple & Stewart	364	299	2.77	Montgomery		H. O.	2,130 00	.....	2,130 00	858 00	2,988 00	1,079 00	100
Wemple & Stewart	365	300	1.13	Montgomery		H. O.	885 00	1 89	886 89	352 77	1,239 66	1,097 00	100
Wemple & Stewart	366	347	2.87	Montgomery		H. O.	2,795 00	—242 10	2,552 90	952 00	3,504 90	1,221 00	100

* Includes patching old macadam.
† Contract cancelled.
‡ Contract cancelled, part of material delivered.

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J. C. Richtmeyer	398	650	5 66	Columbia	Spreading st. and gr		2,294 75		2,294 75		2,294 75			100
	399	782	6 02	Columbia	Spreading st. and gr		1,701 50		1,701 50		1,701 50			100
F. L. Breese Const. Co	400	13	2 60	Chemung		H. O	2,348 20	—40 64	2,307 56	621 14	2,928 70	1,126 00		100
Samuel Beakin	401	223	1 00	Dutchess		H. O.	1,555 00	118 60	1,673 60	438 46	2,112 06	2,112 00		100
James J. Rigney	402	102	2 05	Rensselaer		H. O	1,386 00	914 69	2,300 69	476 00	2,776 69	1,355 00		100
Guy B Dickinson	403	555		Onondaga	Bridge approach		2,068 35	—134 80	1,933 55		1,933 55			100
M. F. Dollard	404	92	1 74	Albany		H. O	1,796 80	—81	1,795 79	763 47	2,559 26	1,471 00		100
Wm. H. Madden	405	637	0 409	Ontario	Bridge approach		3,186 80	328 47	3,515 27	532 52	4,047 79			100
W. B. Riddell	406	804		Warren	Straightening alignment of road		3,060 50		3,060 50		3,060 50			88
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Hendrickson, McCabe Const. Co	408	29,357,358 725, 356†	18 99	Chemung	Bit. mat. & residuum	H. O.	19,746 72							
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Dana W. Robbins	418	839, 369, 363, 297		Oneida		H. O.	12,060 75			13,357 50				63
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	420§													
James Conway	421	56, 137	1.55	Clinton		H. O.	1,715 30							95
John J. Vedder	422	296, 345, 847, 321, 301, 107, 155, 304, 346	29.13	Montgomery		H. O.	23,961 12							56
J. C. Richtmeyer	423	649	1.02	Columbia	Bit. mat. T cold			942 04						
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Thomas M. Navagh	425	340,442,443	10.36	Saratoga		H. O.	5,453 64							98
	426§													
	427§													
	428§													
	429§													
Roger B. Kennedy	430	147	3 94	Jefferson	Brick and bit. mac		22,738 30			5,052 80				62
	431§													

* Contract cancelled

† C

‡ N

§ A

‖ E

t could be completed.

STATUS OF CONTRACT WORK ON REPAIRS, REVISED TO JANUARY 1, 1914 — (*Concluded*).

NAME OF CONTRACTOR.	Contract No.	Highway number.	Miles.	County.	Class of resurfacing.	Oiling.	Contract price.	Amount of extra agreements.	Contract price plus amount of extra agreements.	Cost of oil.	Total cost.	Cost per mile.	Per cent. completed.
Roger B. Kennedy	432‡												
	433‡												
R. D. Cooper	434	360	0.35	Herkimer	Bituminous macadam		$3,309 00	—75 00	3,234 00				
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McGuire & Fahey	444	272	1.21	Erie	Rock asphalt		8,836 00						
Frank L. Cohen	445	645	4.64	Erie	Rock asphalt		36,866 00						30
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Cold Spring Const. Co.	447	373	0.50	Erie	Rock asphalt		3,481 00	3,431 00	6,912 00				99
	448†												
Thomas M. Navagh	449	842, 610 59, 39	2.48	Saratoga	Bituminous macadam		19,828 99	540 50	20,369 49				48
	450‡												
John J. Vedder	451	361	1.22	Fulton	Bituminous macadam		8,188 43	—47 00	8,141 43		8,141 43	6,673 00	100
Flood & Van Wirt Co.	452	656, 85	2.25	Warren, Wash'n	Bituminous macadam		15,756 80	—15 98	15,740 82		15,740 82	6,996 00	100
Roger B. Kennedy	453	5107, 202	1.30	Rensselaer	Bituminous mac. and br.		23,831 41	—6,097 90	17,733 51				60
Mohonk Cont. Co.	454	96, 158	1.34	Montgomery	Bituminous macadam		8,817 50	—28 75	8,788 75		8,788 75	6,559 00	100
John J. Vedder	455	864		Montgomery	Repairing embankment		802 50	—28 25	774 25		774 25		100
Dana W. Robbins	456	657	5.58	Clinton	Bituminous macadam		28,696 80						
Beede Brothers	457	232	2.64	Essex	Bituminous macadam		14,502 96	—142 76	14,360 20		14,360 20	5,818 00	100
S. B. Van Wagener	458	362, 363	2.49	Fulton	Bituminous macadam		14,404 05	197 50	14,601 55				47
	459a												
Rob Roy Const. Co.	460	179	0.57	Schenectady	Brick		18,001 70						75
	461*												
J. J. Malloy	462	385	2.90	Albany	Bituminous macadam		24,046 20						87
Rob Roy Const. Co.	463	176	0.34	Albany	Brick		9,470 00						76

Rob Roy Const. Co	464‡												
	465‡												
	466v												
John W. Flynn	467	957, 790, 604	1.04	Albany	Brick and bit. mac		28,416 10						21
John H. Gordon	468	22	0.50	Albany	Brick		14,351 00		14,351 00				99
Lane Const. Corp	469	47, 420, 421, 275, 174, 175, 374, 134, 445	22.28	Broome		H. O.	22,458 20						22
	470*												
	471a												
J. H. Weidman	472	184	3.00	Jefferson	Bituminous macadam		14,377 00						43
Geo. B. Powers	473	445, 547, 436, 435		Nassau†									
	474‡												
Bridgeport Const. Co	475	42	3.67	Orange	Bit. mat. T. Hot		20,973 70	744 13	21,717 83				
DeGraff & Hogeboom	476	43	5.32	Orange	Bituminous macadam		25,533 00						83
Richard Hopkins	477	5032	5.00	St. Lawrence	Bit. mat. T. Cold		6,208 20	35 85	6,244 05		6,244 05	1,249 00	100
Rob Roy Const. Co	478	1	0.50	Schenectady	Brick		15,348 55						22
Astna Cont. Co	479	689, 5002, 90, 503, 516		Rockland†									
Murray & Ford	480	5047	1.64	Schenectady	Bit. mat. T. Hot		2,058 00						

* No bids received